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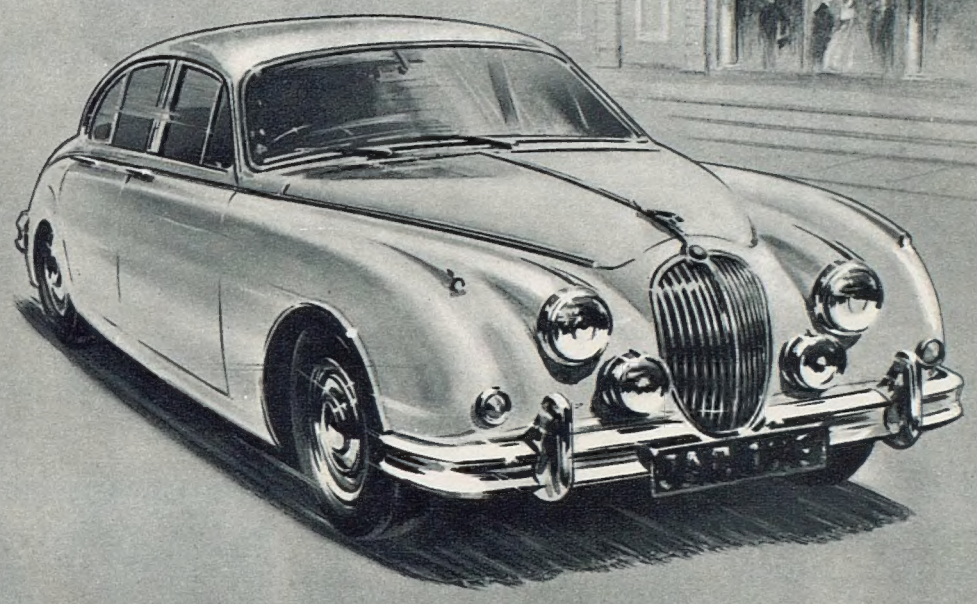

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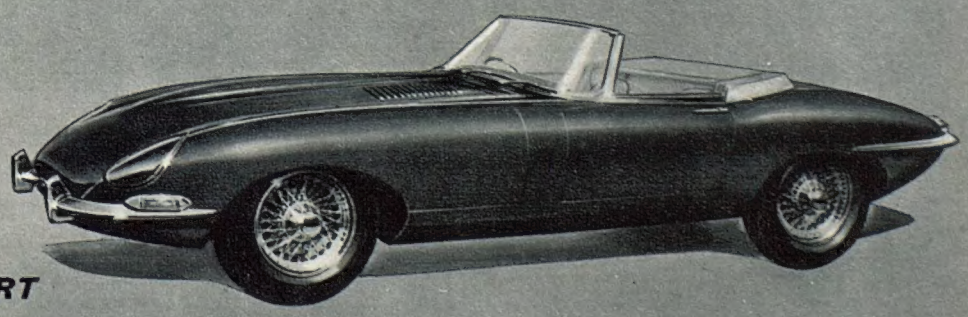

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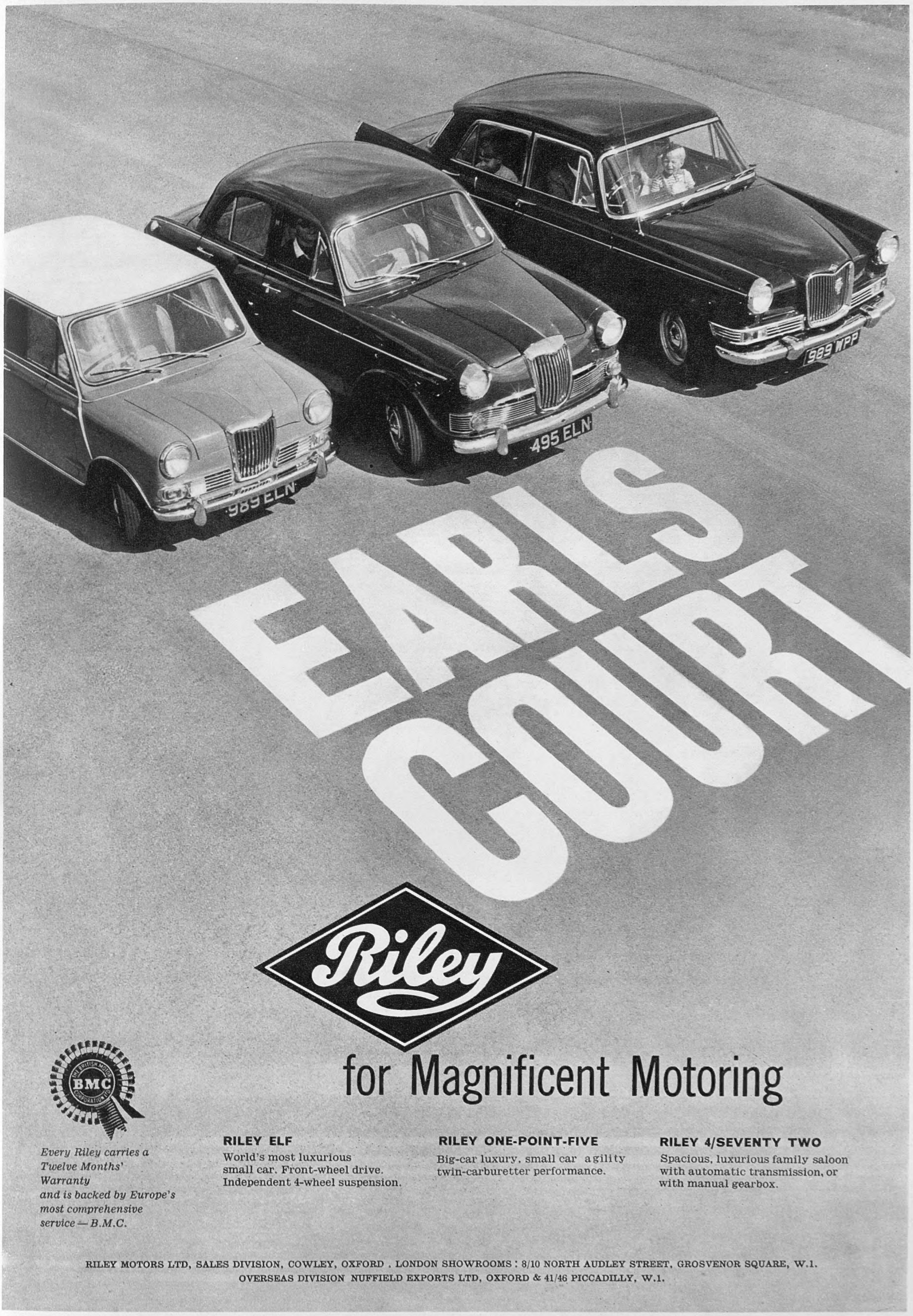
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Volume CCLI No. 3255

LONDON, October 20, 1962

THE SPHERE

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MITRES IN ST. PETER'S

Inside St. Peter's, in Rome, serried ranks of prelates from all over the world, dressed in white robes, are gathered for the opening of the Ecumenical Council of the Roman Catholic Church. Seated on his throne under Bernini's baldacchino (centre background) is Pope John XXIII. In his opening address, the Pope, speaking in Latin, told the prelates that they must "work actively" for Christian unity. Also present were twenty-eight observers from fifteen Christian communities outside the Roman Catholic Church, including Dr. J. R. Moorman, Bishop of Ripon, the principal observer for the Anglican Church. The whole magnificent and impressive ceremony formed the opening last week of what is the largest of any general council in the history of the Roman Catholic Church. In two special tribunes beside the Pope were the eighty-five special delegations sent to attend the ceremony. President Segni of Italy was the one head of State present. It was expected that the Council would be involved in procedural matters and the nomination of members for the various commissions until nearly the end of this month before proceeding to discussions of the agenda

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NEWS SUMMARY

The West prepares for a new Berlin crisis; Sino-Indian tension rises; secret rail talks in Britain; U.S. Congress adjourned; language riots in Belgium; Rhodesia and the U.N.

INTERNATIONAL

Dr. Adenauer is to visit **Washington** next month for two days of talks with President Kennedy, it was announced last Sunday. The West German Chancellor will arrive on November 7, the day after the American elections. Berlin will be the main subject of the conversations. It is generally expected that Mr. Khrushchev may try and precipitate a new Berlin crisis before the end of the year by announcing the conclusion of a separate peace treaty with East Germany. Dr. Schröder, the West German Foreign Minister, is in Washington this week and will thus be able to prepare the ground for Dr. Adenauer's visit.

The lull in the Sino-Indian frontier dispute came abruptly to an end last week with the news of a clash in the area of **Dhola** in the north-east sector of the frontier. Indian sources put their own casualties at 6 killed, 11 wounded and 7 missing and Chinese casualties at 100. Two days later Mr. Nehru declared in **Delhi** that he had ordered the Indian Army to clear the Chinese out of the Dhola area. The Indian Prime Minister added that he could not say when this would happen. It was for the army to decide the timing of the operation.

GREAT BRITAIN

Dr. Beeching, the Chairman of the British Transport Commission, held a secret meeting in **London** this week with the general secretaries of the three railway unions to discuss the possibility of a better understanding on the redundancy question. Last week the executive of the National Union of Railwaymen committed itself to holding another strike, if the B.T.C. did not make concessions.

Another point of industrial tension was eased, however, when bricklayers on strike at the steel works of Richard Thomas and Baldwin at **Ebbw Vale** and elsewhere, returned to work after T.U.C. intervention. Their demarcation dispute with steel workers over who should line converters with dolomite blocks was referred to arbitration.

THE UNITED STATES

In **Washington** the 87th Congress adjourned after the longest session since 1951. Attention was becoming increasingly focused on the mid-term Congressional elections, due on November 6. One of the main issues was Russian influence in Cuba, on which question some sources asserted President Kennedy was losing popular support. In a speech last weekend the President predicted the eventual downfall of the Castro regime in Cuba. Meanwhile, differences with America's Nato allies on the proposed trade blockade of Cuba were still unresolved. (See also page 94.)

Demonstrators bearing slogans during the Fleming-Walloon clashes in Brussels

BELGIUM

Nineteen people were hurt in **Brussels** when members of the State police broke up clashes between Flemish nationalists and French-speaking Walloons. Forty-one people were arrested. The fighting broke out during a protest march through the capital of about 60,000 Flemings who were campaigning for greater political and cultural rights. Feeling has been heightened recently because of the introduction in Parliament of three Bills for regulating the use of languages.

HUNGARY

It was learnt in **Budapest** early this week that Mr. Gyorgy Marosan, who ranked second to Mr. Kadar in Hungary's Communist hierarchy, had been dismissed from the Presidium and the Central Committee of the party. He was said to have criticised the milder policy being currently pursued by the Kadar regime in an effort to bring the party and the people closer together. Among other things, Mr. Kadar has started making competence rather than party membership the test for appointment to administrative positions. Mr. Marosan is reported to have accused Mr. Kadar of ignoring " Marxist-Leninist norms."

AFRICA

Sir Edgar Whitehead, the Southern Rhodesian Prime Minister, issued a statement in **Salisbury** reaffirming his view that the United Nations has no authority to intervene in his country's domestic affairs. This followed the passing in the U.N. General Assembly of a resolution urging Britain to take measures to secure the lifting of the ban on the Zimbabwe African People's Union, and the release of its leader, Mr. Nkomo. The day before the resolution was passed, Sir Hugh Foot resigned as Britain's representative at the U.N. on colonial and trusteeship questions, reportedly on the issue of recent developments in Southern Rhodesia.

In **Johannesburg** in South Africa, the trial began of Mr. Nelson Mandela, a former leader of the banned African National Congress. Mr. Vorster, the Minister of Justice, banned all meetings calling for his release. Mr. Mandela went underground soon after South Africa left the Commonwealth in May 1961; he was arrested in August this year.

The Central Congolese Government seemed unwilling to accept the offer of 2,000,000 dollars from M. Tshombe of Katanga as an indication of progress in the reunification talks. A Central Government spokesman in **Elisabethville** described it as an attempt " to throw dust in our eyes." Meanwhile a report from Mr. Gardiner, the U.N. Chief Representative in the Congo to U Thant, the Acting Secretary-General, indicated a build-up of air power and " mercenaries " in Katanga. It was reported that U Thant was " pondering " on the use of sanctions.

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AN OVATION FOR THE PREMIER AT THE CONCLUSION OF THE CONSERVATIVES' PROCEEDINGS AT LLANDUDNO

MR. SELWYN LLOYD—AN IMPORTANT PARTY JOB

MR. HEATH STUDIES THE FACTS

THE NEWS IN PICTURES

As with the conferences of the other two parties this year, the Conservative gathering at Llandudno last week was dominated by the Common Market. Delegates rejected an anti-Market motion by something like 20 to 1 and then gave a massive vote of confidence in support of the Government's policy. A high level of speaking was maintained by both sides in the debate in which Mr. Butler and Mr. Heath were the chief spokesmen for the Government. In the rally last Saturday, which followed the end of the conference, Mr. Macmillan spoke of the changes which entry into the Common Market would bring and how they should be welcomed and regarded as exciting. Mr. Gaitskell was rated for his opposition to Britain's entry. At the conclusion the Prime Minister was given a standing ovation. The conference also discussed a wide range of other subjects. A surprise announcement was the appointment of Mr. Selwyn Lloyd to conduct an inquiry into the organisation of the Conservative Party

JAMS ON MONACO BORDER

DEMONSTRATION IN TURKEY

Far left: Long lines of vehicles stand in the rain at the entry from France into Monaco. The traffic blocks were caused by the arrival of French Customs officers who had set up posts on the hitherto control-free border. This action was taken after midnight on October 9, the time limit given by the French to Prince Rainier of Monaco to meet their demand for imposing French taxes on all non-local businesses in the Principality. The Prince was still refusing to comply at the start of this week

Turkish students at Istanbul University demonstrate against Prime Minister Inonu's proposed partial amnesty for members of the previous régime sentenced at the Yassiada trials just over a year ago. The opposition Justice Party, which had been clamouring for a complete amnesty, last week declared support for Mr. Inonu, although still dissatisfied with the partial amnesty proposals

THE QUEEN'S GUARD FOR BUCKINGHAM PALACE AT ITS NEW HOME

The Colour is paraded before the Queen's Guard in front of the new Chelsea Barracks, London, before the Guard sets off to take up its duties at Buckingham Palace. The ceremony last week was the first occasion that the Queen's Guard had marched to Buckingham Palace from the Chelsea Barracks, which were recently completed at a cost of about £2,000,000

U.S. DIPLOMAT EXPELLED FROM RUSSIA

Below, right: Lieutenant Commander Raymond Smith, the U.S. Assistant Naval Attaché in Moscow, expelled for alleged spying, arrives at Frankfurt Airport with his family. Last week, the American Government sent a vigorous protest in a note to Moscow over the arrest, in Leningrad, of Commander Smith. The Note categorically rejected allegations of spying and complained that Commander Smith was "physically assaulted and forcibly deprived of items of personal property"

FAMILIAR REPUBLICAN CAMPAIGNERS IN CALIFORNIA

Far right: Ex-President Eisenhower arrives at San Francisco Airport to speak on behalf of his former Vice-President, Mr. Nixon (right), who is running for the Governorship of California. Later last week General Eisenhower, during his western tour, part of the campaigning before the November 6 Congressional elections, bitterly attacked the Kennedy Administration, referring to its "callow youth." Also last week, President Kennedy was starting an intensive three weeks of campaigning, during which he will travel about 19,000 miles. U.S. political observers noted that Mr. Kennedy was making one of the most intensive tours ever undertaken in an off-year election. He faces strong criticism in foreign policy over Cuba and on the domestic front over the meagre record of Congress

President Sukarno drives along the ranks to carry out his inspection on Armed Forces Day in Djakarta. Altogether there were about 30,000 troops on parade with a vast array of Russian-made armour. MiG fighters and Ilyushin bombers took part in the fly-past and in the harbour there was a cruiser of 19,000 tons recently purchased from the Soviet Union

ARMED FORCES DAY IN INDONESIA

Far right: The luggage lying on a quay in Hollandia, the capital of West Irian, is an indication of the mass exodus of the Dutch from the territory which was formerly Dutch New Guinea. West Irian was taken over by the United Nations on October 1 for six months. Then authority will be transferred to Indonesia, but eventually a plebiscite will be held among the Papuans for them to decide their own future

DUTCH EXODUS FROM WEST IRIAN

INDEPENDENCE FOR UGANDA: THE SCENE IN KOLOLO STADIUM, KAMPALA, ON OCTOBER 9

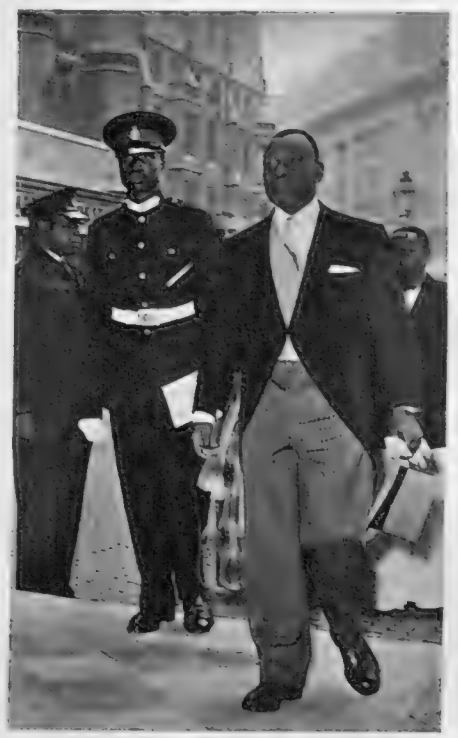
THE NEWS IN PICTURES

THE KABAKA OF BUGANDA GOES TO A RECEPTION

THE TRANSFERENCE OF INDEPENDENCE

Above: The scene in Kololo Stadium, Kampala, during the ceremony in which Uganda achieved independence after sixty-eight years of British rule. In the Royal box are the Duke of Kent, representing the Queen at the celebrations, and the Duchess of Kent. On the Duke's right are Mr. Milton Obote, the Prime Minister; Sir Walter Coutts, the country's first Governor-General; and Lady Coutts. **Far right:** The Duke of Kent hands to Mr. Obote the Constitutional instruments of independence during the ceremony. In a Press Conference later, Mr. Obote said Uganda would not recognise South Africa or the Central African Federation. The previous evening the Union Jack had been lowered in the stadium and the black, yellow and red flag of independent Uganda raised in its place. The evening before had also seen the handing over of the Queen's Colour and the Regimental Colour to a guard of honour dressed in the new uniform of the Uganda Rifles. **Above right:** The Kabaka of Buganda, (in robes), arrives at the Bulange, the building of the Buganda Parliament (the Lukiiko), for a reception given by the Buganda Government for the Duke and Duchess. (Buganda, the area round Kampala, is Uganda's largest province.) **Right:** The Aga Khan (in white trousers) with leading members of Uganda's Muslim community, leaves the Khoja Mosque in Kampala before independence. **Far right:** Mr. Bazarrabusa, Uganda's first High Commissioner in London, arrives at Westminster Abbey for an independence thanksgiving service

THE AGA KHAN WITH MEMBERS OF UGANDA'S MUSLIM COMMUNITY



AT THE SERVICE IN LONDON

Yemeni citizens ride in a procession of open trucks in a popular demonstration in Sanaa, one of the two capitals of the Yemen. They were supporting the recent revolution

THE NEW REGIME IN THE YEMEN

Cheering crowds in the streets of Sanaa chair the Prime Minister, Brigadier Abdullah Sallal

After correspondents were admitted by the new Republic of the Yemen, the picture of the revolution of September 26 began to grow clearer. The régime has both civil and military elements, with a soldier, Brigadier Sallal, as Prime Minister, and a civilian, Dr. Baidhani, as his Deputy. The Government appeared to be well in control of the country although fighting was still reported on the borders of Saudi Arabia and of the South Arabia Federation. The Yemeni Government announced that it considered itself in a state of war with Saudi Arabia. Rumours continued that the Imam Badr had not been killed in the revolution and had joined his uncle, Prince Hassan, on the frontier. The new State was recognised by all the Arab republics except Iraq; the Kingdoms of Jordan and Saudi Arabia remained hostile. The most enthusiastic supporter of the new Yemen was the United Arab Republic, which was sending supplies and technical equipment. Much military aid was also reported and there was talk of reviving the 1958 union between the two countries.

A Russian-built plane from the United Ara Egyptian ship said to have brought mo

erthrew the monarchy and established a republican régime

ublic at Sanaa Airport. **Below:** An
other supplies at Hodeida port

A lorry loaded with troops leaves Sanaa bound for the Saudi-Arabian frontier where skirmishing was reported

JOHN CONNELL

DE GAULLE'S NEXT CHALLENGE

In the midst of other preoccupations—growing tension over Berlin and Cuba and the deep, internecine strife over the Common Market in both the major British parties—the political and constitutional crisis in France passed without the immediate notice or the deeper, more reflective study it deserved. Not that it is indeed over. Will it end, I wonder, either with the referendum on October 28, or with the general election poll on two successive Sundays next month?

Beneath France's contemporary and superficial calm there are deep fires smouldering; and what happens in France is now of the greatest importance, not only for France herself but for the whole Atlantic community and for the free world. To this extent President de Gaulle has been justified in drawing attention to the contrast between France's situation four years ago, as " the sick man of Europe," and the present weight, reach and massive authority of France in world affairs today.

This is in large part the President's own achievement, as the majority of the French people have no difficulty in recognising; it is also the consequence of the smooth and efficient working of the constitutional mechanism which he devised to replace the factious and centrifugal irresponsibility of the Third and Fourth Republics. De Gaulle sets great store by the stability which, as he believes, he has created. This is not unnatural, since the two great traumatic experiences of his life were in 1940 and in 1958.

If twice in your lifetime, once as an unknown brigadier-general and once as a popularly revered but fashionably feared and despised Cincinnatus, it has been your task to rescue your country from the extremity of peril and humiliation into which the futility, self-centredness and petty intrigue of the professional politicians have dragged her, you are likely to exercise such vigilance as you can to prevent another repetition of disaster either in the days that remain to you or in the aftermath of your death.

President de Gaulle at the French Army manœuvres, "Exercise Valmy," near Rheims. Second from the left, in front, is General Massu, who was in charge of the exercise

It was perhaps inevitable that what happened in France in the first week in October was presented, in British newspapers and on sound radio and television, as a head-on collision between a dictatorial President and freedom-loving, if confused, parliamentarians. This tendentious and inaccurate simplification of a very subtle issue is the product, I suspect, of two egregious factors in our society: first, the determination of all mass-media to present every major controversy in terms of politico-moral black and white, and in a pictorial and descriptive flurry of personalities ; and second, the almost unconscious identification of themselves, by almost all contemporary commentators and observers, with the fluid, intangible yet omnipresent entity known as " the Establishment," which politically expresses itself through Parliament.

De Gaulle's problem, which really deserves the use of this greatly overworked noun, is as complicated as it is acute. It is eased, however, by one constant and fundamental fact: he and the vast majority of the people of France speak to one another in a language which they both comprehend—a language of the heart as much as of the mind. This he holds to be democracy; and he sustains this startlingly unfashionable faith by words as well as deeds. In this sense he is a " direct " democrat; his critics and enemies inevitably accuse him of being a demagogue; yet every manifestation of his powerful, angular personality shows this to be a silly and a shallow lie.

De Gaulle's respect for an obedience to that profoundly mysterious element in politics, the popular will, are as abiding as they are humble. But he does not believe that the members of the National Assembly, individually or collectively, have either the capacity or the will to give correct and consistent expression to the popular will.

The gap between the President and Members of the Assembly—his impatience with their squabbles, tantrums and general pettiness, and their sense of frustration and mounting desire to interfere in the conduct of government—has widened a good deal in recent months. To de Gaulle the maintenance of stable institutions in France matters far more than his own life or his own exercise of power. He sees himself—and has always seen himself—as the servant and instrument of France. M. Paul Reynaud, in a brilliant yet curiously—almost tragically—fruitless speech in the debate in the Assembly on October 4, accused de Gaulle of wanting to be " at the same time both George VI and Churchill." It was a penetrating remark, harking back, as it did, to de Gaulle's most heroic and most lonely phase; but it was as unjust and inaccurate as wounding.

De Gaulle differs radically in aim, as much as in temperament, from those two illustrious servants of this country. The King's humility was absolute; he made no claims to national *leadership*, he was both the symbol and the embodiment of the aspirations and the beliefs of anonymous millions, and he merged his own personality completely in the symbolical role which the nation gave him. Churchill was both the national leader and the servant of the nation, but always through Parliament and as the servant, first and foremost, of Parliament. His reverence for Parliament as the voice of the people's will was absolute; and so was his faith in Parliament.

These are sentiments which de Gaulle understands, and, so far as Britain is concerned, respects; but he does not share them, and he certainly does not consider them applicable to France.

In his view France's history has demonstrated, again and again, that to put too much executive power in the hands of the Assembly is to fritter it away and to corrode the purity and sap the strength of the mystical body of France. France, it is his passionate belief, is best served and, in the ultimate analysis, is more truly democratic, if she has a strong extra-Parliamentary Executive headed by a strong President. Since this is, in essence, the American view — Congress legislating, the President and his Cabinet responsible for the management of the nation's affairs, and a strong and independent Federal judiciary seeing that the law is maintained—it can hardly be called undemocratic; but the perpetual, if fairly orderly, friction between Congress and the White House is a noticeable by-product of the system.

De Gaulle, despite the gibes of his detractors, has no *folie de grandeur*. He realises that he is as mortal as he is fallible, and the recent attempts to assassinate him have served to underline that perfectly proper recognition. But his sensible proposal of a referendum, which is to be held on October 28, on the question of electing any future President by direct popular mass-suffrage, served to bring to a head all the current conflicts between himself and the politicians of the National Assembly.

Their irritation with him exploded when he chose to announce, in a radio and television broadcast exactly two hours before the Assembly debated a vote of censure on M. Pompidou's Government, that the result of the referendum would tell him whether or not he could or should pursue his task in the service of France A little before dawn on October 5 a total of 280 out of the 480 Deputies—39 more than were needed to force M. Pompidou's resignation—voted in favour of the multi-party motion of censure. Apparently undismayed, the President went off and spent the whole golden October day in the sunshine of the Champagne countryside watching the first large-scale manœuvres to be held since the end of the Algerian war.

No one can accuse de Gaulle of any weakening in his ability to live and act with spiky grandeur. He is still the same man whom I first watched, twenty-one years ago, stride into G.H.Q. in Cairo to confer on equal terms with General Wavell. The secret of his strength is, as it always was, this superb inner confidence—" *Moi, General de Gaulle. . . .*"

Now he has the referendum and the election to face. They are together no small challenge, which will demand all his statesmanship and all his courage if he is to surmount their difficulties. In realistic terms, when all the flamboyance of French politicians on the oratorical rampage is allowed for, all he is asking is that any future President should be certain that he has the direct, unfettered mandate of the people of France, and that he is in direct communication with them; though he will have the power to dissolve Parliament (which the American President does not possess), he will still have to govern through a Prime Minister and a Cabinet; and if that Cabinet falls, he will have to call for an election.

That de Gaulle has also asked for a renewed vote of confidence in himself may be awkward for the politicians, but this, after all, is an occupational hazard with de Gaulle; and it is on history's record that, by being awkward, he has more than once saved France's—and probably Western civilisation's—bacon.

At the United Nations headquarters in New York, M. Ben Bella, the Prime Minister of Algeria, shakes hands with M. Couve de Murville, the French Foreign Minister. Last week Algeria became the 109th member State of the U.N., and M. Ben Bella, with his colleagues of the Algerian delegation, took his seat amid general acclaim. First of the congratulatory speeches was made by M. Couve de Murville. The Algerian Prime Minister became the first spokesman in the U.N. for his country when he addressed the General Assembly to say that Algeria would stand alongside the unaligned nations and that its "credo would be the liquidation of colonialism"

THE 109TH MEMBER OF THE UNITED NATIONS

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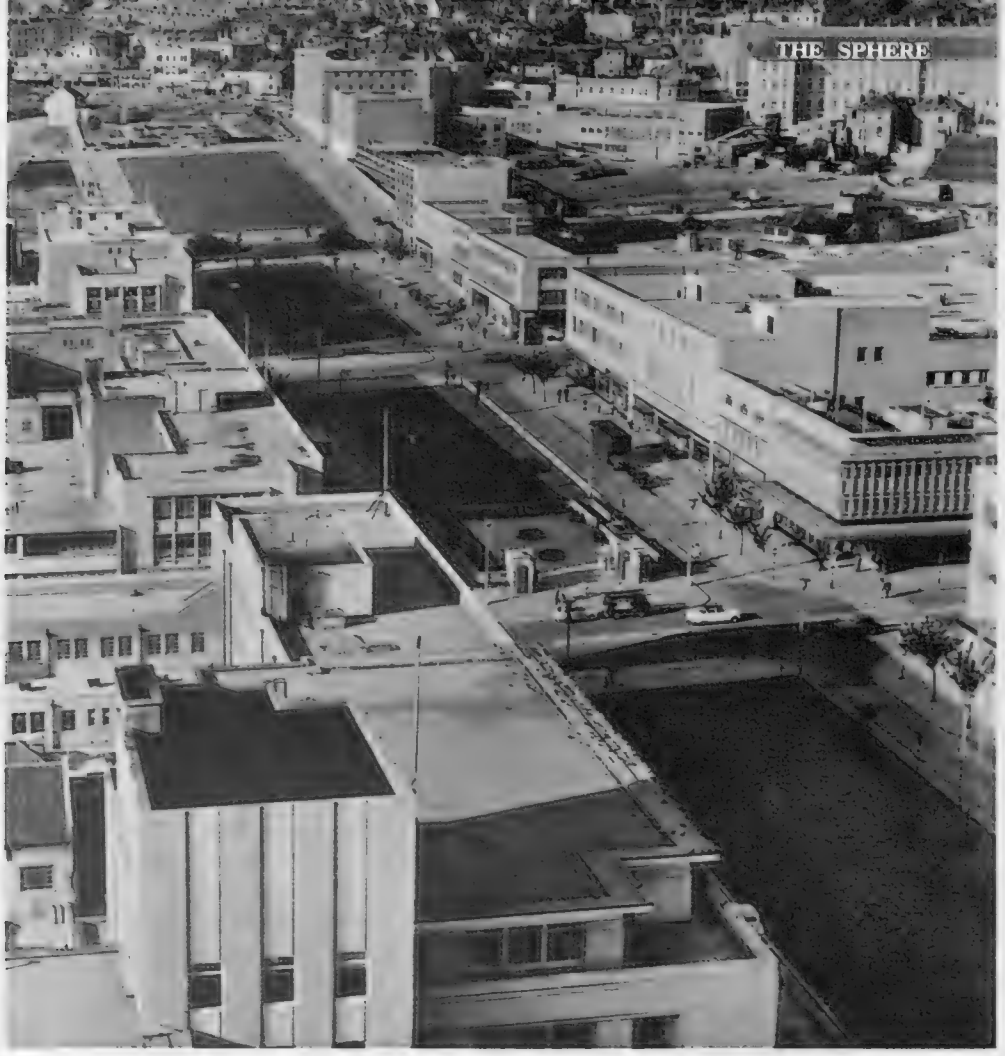


Armada Way, a 150-ft.-wide landscaped highway in the heart of the new Plymouth. This is a part of the massive reconstruction of the city's centre which was destroyed by bombs in the war. **Above, right:** The rebuilt Guildhall, near the end of Royal Parade, in Plymouth. It is the fourth Guildhall to be built in Plymouth since the fifteenth century

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

GOOD OUT OF EVIL. Wars, earthquakes, floods, strikes and national crises are all events we could do without, and all are the result of causes more or less understood when they occur. Strikes, I suppose, are least lethal among these calamities, and no doubt even the most limited and shortest has its cause in grievances, deep-seated or fanned to reality, simmering underground and by the public often unsuspected or misunderstood. Humanity would gladly outlaw, if it could, all these convulsions of Nature and of men. If it succeeded, oddly enough, it would part with a rare opportunity of seeing human nature at its best. A national calamity instantly revives the finer qualities, often dormant, in mankind, kindness and helpfulness towards one's neighbour in trouble, good fellowship, cheerfulness and courage in adversity. And the use of these qualities has its rewards—even in a railway strike. People who have forgotten the use of their legs, find themselves whistling as they tramp to work. The good Samaritan on the road positively revels in a rare occasion when he thinks of others and not solely of himself. Friendships are made, frowns banished and the "long-suffering public" suddenly reveals an unusual Christian spirit, with the reward in cheerfulness which invariably accompanies throwing open one's Cosmos to others beside his own ego. And in this resurgence of the Christian spirit, one hears few grouses or bitter criticism of those who caused the emergency.

Guests sample the wines in the candle-lit cellars of J. L. P. Lebègue and Co. Ltd., under London Bridge Station, at the annual wine-tasting. (For a preview of the occasion see *The Sphere* of September 29 on page 484)

BEECHING AND PUBLIC RELATIONS. Hopelessly inadequate public relations service has for long bedevilled the plans and prospects of the Government and nationalised industries. Dr. Beeching does not look like a man whose bones will be broken by hard words, and no doubt he was chosen for his present job on that assumption. All the same—since he himself is a man of few words—there is a danger that the bones of his project may be broken by lack of an adequate public relations service, and possibly, also, by the fact that Mr. Marples considers it the Minister's duty at no time to favour one form of transport over another. He labours to improve them all. Take the question of road *v.* rail. Most of us who use the roads, consider that they are not appropriate for heavy freights and that such, if carried by rail, would help the railways to pay their way. We have entirely forgotten a certain chart published only a few weeks ago which showed clearly that it was Dr. Beeching's intention not to scrap, but to speed up and improve the railway systems serving the chief centres of industry in the Midlands and the North for this very purpose of wooing back to the railways the heavy freights now carried by road and enabling the products of the mines, intended for export, to be more economically carried to eastern ports. This forgotten chart certainly did not seem to benefit would-be rail-travellers in Cornwall or Devonshire, but it gave us an idea that road-users between Birmingham and the Northern industrial cities might have a happier time one day and the railways have restored to them a service which might pay its way over part of the system. If Dr. Beeching employed an adequate public relations service, this clear indication of at least one sensible and reasonable item in his master plan would have been kept in our memory, and road-users and rail-users alike would have retained a gleam of hope that in some part at any rate of this country's communications system, the roads might be freer and the railways might begin to pay. At the moment Mr. Marples is concentrating on better roads for the north-east; if he shared the public view that heavy freights are inappropriate to such roads as we have (and are likely to have in the next few years) and co-operated more with Dr. Beeching to that end, both would benefit and the nation, also.

MR. GEOFFREY LAWRENCE. Mr. Geoffrey Lawrence, Q.C., was recently appointed Chairman of the National Incomes Commission—a full-time job. He is sixty years old and still looks about forty. In my last years as Chairman of a Bench, I sat beside him sometimes at Chichester Quarter Sessions and in common with other lay magistrates came to admire him greatly and learned invaluable lessons from his quiet demeanour, his clarity and suaveness and his understanding of the law and of human nature. Time and again, as new judges have been appointed, I marvelled that his name was not among them and soon concluded that he did not seek advancement to the Bench, at any rate till later in life. He has been Recorder of Canterbury (a post my father once held and enjoyed) for about as long as he

Modern buildings line the new approach to the Hoe, at Plymouth. Behind the Royal Naval Memorial can be seen the Smeaton lighthouse looking out over Plymouth Sound

has been Chairman of Quarter Sessions (West Sussex), and he is Chairman of the General Council of the Bar. He took silk twelve years ago, and has figured in many famous trials. I don't know if he is a member of the hereditary legal family of his name. But we shall probably know a great deal more about him in due course, although I should judge he does not seek publicity.

CHOOSING THE BEST. The Monday Club (patron: Lord Salisbury) recently issued a pamphlet titled *Peers in Parliament*, which no doubt will be studied by the Reform Committee, though the pamphlet rejects out of hand the question of renunciation of peerages. The pamphlet suggests a permanent standing committee whose function it would be to choose 150 hereditary peers from the 900 or so available. Those chosen (" the best you 've got, sir ") would be paid at M.P.s rates (£1,750 p.a.) and would be able to give their whole time and talent to the business, and would make up the reformed House with the Life Peers, law lords and bishops and any hereditary peeresses selected. The selection committee would be the crux of the plan. It would consist of three Tory, three Labour and one Liberal peer, and three unaligned peers, the proportions liable to adjustment if one party gained a larger share of the national poll. The choice of the best would extend to Scottish and Northern Irish peers on a merit and not a territorial consideration, and no doubt the first " ballot " would do two good things—the House would be reduced in size and the huge Tory majority reduced. For no doubt the Labour and Liberal members of the College would find " merit " in peers of their own colour, even if the unaligned, the law lords and the bishops plumped for merit alone without political bias. Whether this plan, to avoid at all costs weakening the authority and position of hereditary peers, would appeal to the reform committee I incline to doubt. But I am very sure it would evoke envy and heartbreak among the 700 unseeded candidates. " Is this the best claret, Mary? " " The best you 've *got*, sir." For every noble lord labelled *Château Lafite*, there would be an angry critic rejected as *Vin Rosé*.

THE LADY TAKES A REST. A prize fight in Chicago earned £2,000,000 for a two-minute showing. *My Fair Lady*, a far prettier show, took much longer to earn a " reasonable profit." The musical was lately withdrawn from Broadway for a rest after 2,700 performances. In those six-and-a-half years the public paid £7,000,000 to see it " live " and £2,000,000 more came from film rights. If the pork butchers prize fight had carried on as long as the charming Fair Lady's musical, at the same rates of earning, it would have knocked the Fair Lady for six. But all tastes are good and two crowded minutes of glorious life is for many worth an electric washer or a seaside holiday. The *Beggars Opera* made " Gay rich and Rich gay." I forget what Bernard Shaw's estate has reaped from his oblique rights in *My Fair Lady*, but it can't be much less than the harvest from one minute of the glove fight; and many a Rich concerned in the production must have grown much richer than he or Shaw can ever have dreamed. There 's a lot of chance in the scooping of the big prizes. In theatre-land infinite hard work cannot command success, and no sermon is preached to the industrious apprentice by the biggest prizes from the pools. Industrious or idle, you can never forecast public tastes or fortune's whims: And any dustman today can still hope for his " little bit of luck."

THE OLD STAGER

IN NEXT WEEK'S ISSUE

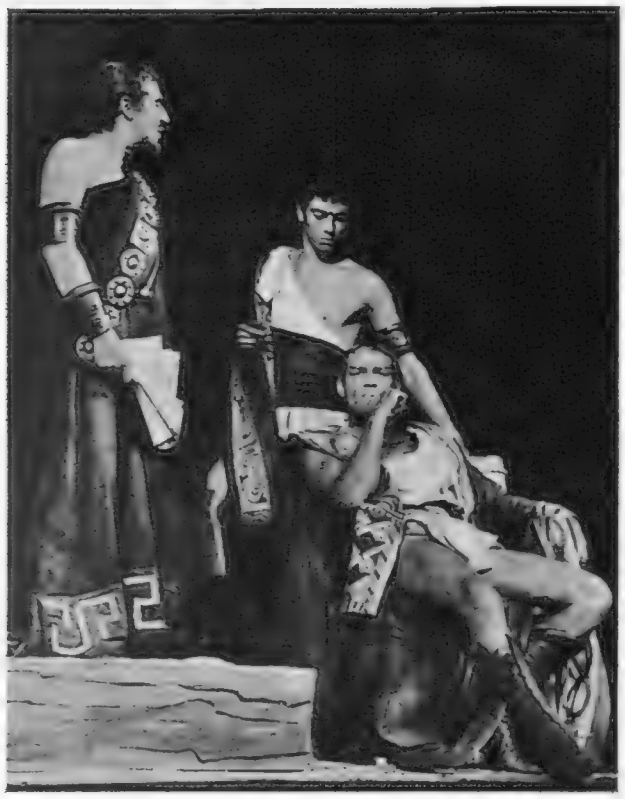
HONG KONG

Developments in the Crown Colony, with drawings made exclusively for The Sphere *by* ***John Finney***

CURTMANTLE: Henry (Derek Godfrey) lectures Becket (Alan Dobie) to the amusement of Eleanor (Maxine Audley)

Marshal (Roy Dotrice) and Eleanor

Becket, now Archbishop, and Henry



TROILUS AND CRESSIDA: Ulysses (Michael Hordern); Patroclus (Peter McEnery); Achilles (Patrick Allen). **Below:** Hector (Derek Godfrey) and Achilles fight

The new productions of the Royal Shakespeare at the Aldwych demonstrate the strength of Peter Hall's company. First of the productions is Christopher Fry's *Curtmantle*, the dramatist's first play for eight years. Already seen in Holland and Edinburgh, this re-telling of that monumental quarrel between Henry II and Becket arrived in London last week. Bleak in style of writing and manner, *Curtmantle* traces the life of Henry, with special attention to his achievements in founding English Common Law. This redresses the balance between Henry and Becket, since the latter has hitherto been favoured by dramatists. Derek Godfrey is a vigorous and swaggering Henry and Alan Dobie is an icy Becket.

This week has seen the second of the trio of productions—Peter Hall's *Troilus and Cressida*, which was first performed in the 1960 season at Stratford-upon-Avon. It provides a welcome opportunity for London to assess a production of one of Shakespeare's trickier plays which does much to illuminate the conflicts between private love and public necessity, and which is full of theatrical excitement. Third of the plays is a revival of John Whiting's *The Devils*, perhaps the one real triumph among the new plays ever performed by the company. All three are running in repertory for a limited season. **J. W.**

Photographs by Reg Wilson

Paying court to Helen (Maxine Audley) are Pandarus (Max Adri

Helenus (Roger Croucher); Cressida (Dorothy Tutin); and Pandarus

The lovers—Cressida and Troilus (Ian Holm)

ENTERTAINMENT

ALDWYCH SEASON

By the Royal Shakespeare Company

d Paris (John Ronane)

In the Trojan camp, Priam (Donald Layne-Smith), on his throne, looks down on Paris, Hector and Troilus

THE VOICE OF THE COMMON

NEW ZEALAND

The Deputy Prime Minister, **JOHN R. MARSHALL,**
in an interview with M. K. Whiteman

" The likely increase of dairy production in the European Economic Community, and the hope there that an outlet might be found for this in the British market." These are the main problems which still face New Zealand in the hammering out of the " special provisions " which the countries of the Six have acknowledged should be made for New Zealand, I was told by Mr. John R. Marshall, New Zealand's Deputy Prime Minister and Minister for Overseas Trade, in London recently. Mr. Marshall had just completed a tour of Europe in which he had had talks with Ministers and officials in Paris, Brussels, The Hague, Bonn and Rome. He had also visited Strasbourg, where he addressed the Council of Europe, the first Commonwealth Minister so to do. (In Strasbourg, M. Pflimlin, a former French Prime Minister, said that Mr. Marshall in his speech had found the way to their hearts and minds straight away. He had suddenly revealed this far-off country as being very near to them.)

Continuing his interview with me, Mr. Marshall said that he had placed before the Ministers of the Six the objectives of the New Zealand Government relating to the form and content of the special provisions. The two conditions that are being pressed are:

(1) That there should be a " continuity of trade " and not merely transitional arrangements fading out in the period before 1970.
(2) That special arrangements should be made to maintain New Zealand's present volume of trade, on the basis of the long established trade with Britain; this should be not merely some form of revenue arrangement which might still lead to a falling-off in the volume of trade.

Mr. Marshall said he found widespread understanding and sympathy in Europe for New Zealand's position. The main problem was the likely expansion in dairy production in Europe, which might mean squeezing New Zealand out of its traditional markets. To avoid this the " reasonable price policies " proposed by the Six should be effective in increasing consumption and avoiding over-production. In the event of a surplus production of dairy produce, arrangements for disposal by sale or gift to under-developed countries should be worked out in advance. New Zealand would co-operate in this.

Dairy produce was the chief difficulty; on the question of mutton and lamb, Mr. Marshall said: " We have found in our discussions in Europe that this is not regarded as a difficult problem. Continuity of trade in mutton and lamb is likely to be achieved." He was " hopeful " that a satisfactory agreement would be reached. No detailed negotiation can be entered into at this stage because the general terms on agricultural products have still to be finalised in Brussels. It was possible that discussion on New Zealand's special problems would begin before the end of the year. One problem that might hold them up is that the Six have not yet agreed among themselves on a formula for dairy products.

Mr. Marshall stressed New Zealand's great dependence on the British market for dairy produce and mutton and lamb; over 90 per cent. of New Zealand's exports of these go to Britain. Public opinion in New Zealand was undoubtedly anxious, because of this dependence; the Opposition New Zealand Labour Party had recently been speaking out against Britain's entry. This was not the view of the New Zealand Government. " We place great reliance on the assurances we have received," he said. On the point that New Zealand's imports from Britain had been declining recently, he emphasised that New Zealand still spends more than she earns in Britain, if various invisible imports

Mr. Marshall with Mr. Holyoake, New Zealand's Prime Minister, and Mr. Macdonald, the New Zealand High Commissioner in London

New Zealand sheep at Glentanner Station, near Canterbury, showing the yards and homest

are included. Last year this excess amounted to £15,000,000. The terms of trade over the last seven years have swung 20 per cent. against New Zealand, because the prices of imports have gone up much more than those of exports.

Mr. Marshall also pointed out the difficulties that faced New Zealand in the search for markets elsewhere. Quite apart from the question of taste and habit, and the small demand for mutton and lamb outside Britain, there were two problems: the underdeveloped countries were unable to pay for food, and the richer countries in their desire to be self-supporting encouraged food production by subsidies and protective measures. Following intensive efforts to find markets, New Zealand was now selling dairy produce in over sixty countries and meat in some thirty countries. But the volume of sales outside Britain was limited.

Although the search for markets meant wider contacts with Asian countries outside the Commonwealth, New Zealand's first interest in foreign policy lay with the Commonwealth, Mr. Marshall said. As a Pacific country they also participated in treaty associations such as Anzus and Seato, and recognised the importance of the Colombo Plan, through which they contributed aid to South Asian countries.

Discussing the political implications of Britain's possible entry into the Common Market, Mr. Marshall said " a weakening of the economic ties is likely to impose a strain on the political ties." He hoped that the political association could continue to be as effective as at present, but he considered that Britain's membership of an enlarged European community would involve a division of interests, some loss of independent decision, and the acceptance of conditions of membership of the Community which could lead to conflicts of interest within the Commonwealth. " There is no doubt that the interests of the Community and the Commonwealth would not always be reconciled." But in resolving these conflicts there would be, so far as New Zealand is concerned, the greatest goodwill and co-operation.

WEALTH

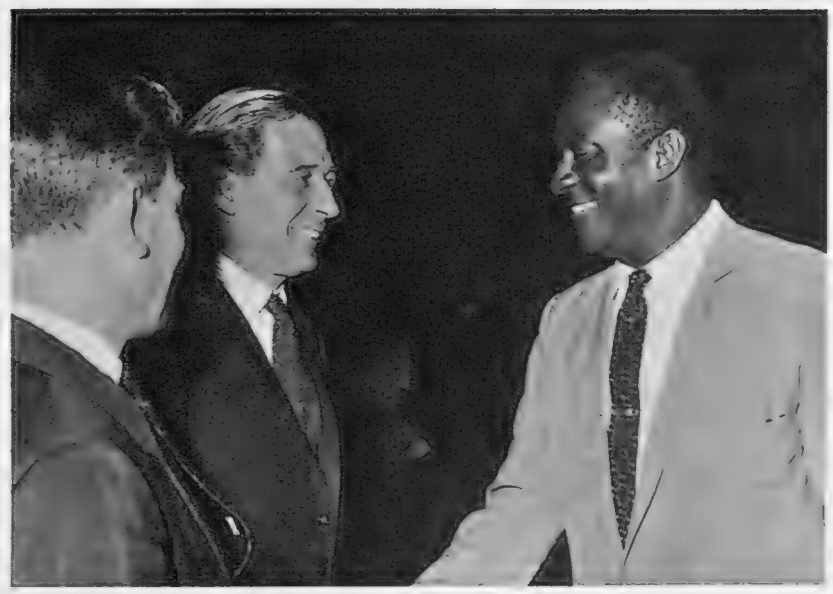
The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

estling below the mountains

The Premier of Eastern Nigeria, Dr. Okpara, with his Minister for Economic Planning, Mr. Okeke, at London Airport after a tour which included North America and the Caribbean

Right: Sir Tasman Heyes, Secretary of the Australian Commonwealth Department of Immigration from 1946 to 1961, who was recently awarded the 1962 Nansen Medal, given by the U.N. for outstanding work among refugees

Below: Mr. A. E. Chinbuah, a Ghanaian (right), the Deputy Regional Representative of the Food and Agricultural Organisation of the U.N., is welcomed at the start of a fourteen-day visit to the Federation by Rhodesian officials in Salisbury



BRITISH GUIANA

The background to next week's constitutional conference

On October 23, at Lancaster House, Mr. Sandys, in his capacity as Colonial Secretary, will preside over a constitutional conference on British Guiana, a country which has been a thorn in the side of more than one of his predecessors. In October 1953 the Governor suspended the Constitution and imprisoned the leaders of the ruling People's Progressive Party, including the Premier, Dr. Jagan. It was stated that "the intrigues of Communists and their associates, some in Ministerial posts, threaten the welfare and good administration of the colony." An interim Government of officials was set up which lasted until 1957, when representative government was partially reintroduced. A Constitutional Conference in 1960 granted full internal self-government.

In elections held in August 1961 the party of Dr. Jagan, who had been released in 1955, and had held office since 1957, won 20 of the 35 seats in the Legislative Assembly, and Dr. Jagan formed a government. The main Opposition Party was the People's National Congress of Mr. Burnham, who had previously been in the P.P.P. Mr. Burnham's support was mainly from urban Negroes, while Dr. Jagan's came from rural East Indians. This racial division of the parties had not existed in 1953, when Mr. Burnham was one of the leaders of the P.P.P., and was imprisoned with Dr. Jagan. In view of Dr. Jagan's repeated electoral success, and an apparent modification of his Left-wing views, it seemed that progress might be made towards independence. However, the need to finance a development programme, coupled with a poor response to appeals for foreign aid, resulted in an austerity budget, which led to the riots of "Black Friday"—February 16 this year, in which five people were killed and much property damaged. Thus independence was delayed and a Commission of Inquiry under Sir Henry Wynn Parry was set up to inquire into the disturbances. The report of this Commission was published a fortnight ago. Although somewhat inconclusive, the report is interesting reading, and shows none of the political leaders of the country in a very favourable light. Dr. Jagan is criticised for lack of foresight, Mr. D'Aguiar (of the United Force) and Mr. Burnham for irresponsibility.

Dr. Jagan's Budget contained "nothing deeply vicious or destructive of economic security," says the Report. Sir Jock Campbell, chairman of Booker Bros., which has important interests in British Guiana, is quoted as describing it as a "serious attempt by the Government to get to grips with the economic problems of the country by a hard programme of self-help." But sections of the Opposition, remembering 1953, detected Communist intent, and acted accordingly. The Report found that fear of a Communist régime was one of the principal causes of the rioting. The Opposition parties followed a course "calculated to excite the mobs which were wandering about the streets of Georgetown," and although racial differences between the parties were not casual, they became inflamed in the course of the rioting. The Commission found no evidence of a pre-arranged plot.

In the intervening months since the riots Dr. Jagan has continued exhaustively to search for aid. Rice has been sold to Cuba; a Russian trade delegation has been refused admission. A draft Constitution has been prepared for an independent "Guyana" as a republic with a single chamber legislature, which, as it stands, is unlikely to receive the assent of the Opposition parties. Britain has always tried to secure all-party agreement before independence at such conferences, so the outcome is at best uncertain. But whatever happens is sure to be closely watched in Washington.

The opening of the Wau line with the train running on the Kitchener rails

SUDAN—LAND OF OPPORTUNITY

A vast country which is rapidly developing

By **GEORGE GRETTON**

The general manager of the Sudan Railways said: "These rails were laid by Kitchener in 1898. I sometimes tell my suppliers nowadays that rails like these, which were cast in England about 1889, wear better than rails I have bought in the past ten years."

We were on the first run of the new extension of the Sudan Railways to Wau, in the far south-west Province of Bahr Al Ghazal, pretty well in the centre of Africa. Sayed Mohammed El Fadl was joking, but it is a fact that the rails we were on had been taken up from the Kassala line, built by Kitchener. They had been replaced by heavier rails to carry the increasing traffic on that line. But the old Kitchener rails were still serviceable. After being reconditioned they had been re-laid on the 350-mile extension from Babanousa to Wau.

It is also a fact that the Sudanese still have a great respect for Kitchener, and a friendly attitude towards the British people as a whole.

The British visitor to the Sudan finds much that is friendly and familiar. It is not just the British-type early morning (or afternoon) tea, the traffic signs in English, left-side driving and the prevalence of British cars. There are deeper affinities which derive partly from the Condominium (which was in effect a British administration), and partly from the Sudanese character, which has many traits we like to associate with ourselves: honest dealing, practical administration, respect for independence and—not least—a sense of humour.

The Sudanese, like ourselves, are a mixture of races which have gone to make an unmistakable type. The Arabic strains predominate, but there are many different types of Arabs, and the African contribution is important. This is mainly Nilo-Hamitic, from the tribes which still exist in the Southern Sudan. The best known to the British public mind are Kipling's Fuzzy-Wuzzies (Hedandowa) who—despite their hair-do—are remarkably good-looking people. More numerous are the Dinka (the richest tribe), who are tall, graceful and athletic. In their native state, the men often wear nothing at all. When they appear in shorts and singlet, they look like Olympic high-jumpers. Then there are the Lakuta, who all seem to look like good soccer half-backs; and many others.

This physical grace is an engaging characteristic of Sudanese as a whole (Arab or African), and it enhances the dignity of their manners.

The Sudanese are as anti-colonialist as the next man, but they do not carry chips on their shoulders. They know that their country was taken over in 1898, in the interests partly of Egyptian stability and partly of British Imperial strategy. They also know that the British administrators of the Sudan Political Service, who helped them to rebuild their country, after so many decades of outside interference, slave-raiding and general chaos, were dedicated to their task, identified themselves with the Sudan and its problems, and were quite prepared to defy the British Government in the interests of the Sudanese people.

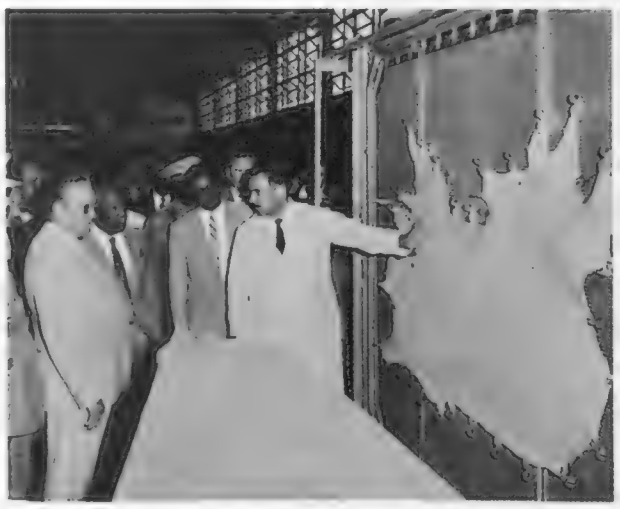
This has left its mark on the Sudan. These administrators made mistakes, but what is remembered is their good will, integrity and efficiency. Their greatest memorial is that so much of their preparatory work has been taken over and developed.

The development has been very considerable since the day of Independence (January 1, 1956) but the British contribution is not overlooked. At the opening of the Wau extension of the railway, the Sudan Government invited Sir James Farquharson (the last managing director of the Sudan Railways before Independence) and the former chief engineer, Mr. Harman, with Lady Farquharson and Mrs. Harman, to come over for the opening ceremony.

Many newly-independent countries want immediate status-symbols, like heavy industries, grandiose power projects, nationalisation programmes, international airlines, and so on. The Sudan has a small, but efficient, international airline, built up in a mutually profitable collaboration with a British firm, Air-Work (now British United Airways), which also helped to create an efficient network of internal airlines, but there is no question of status symbols. The Sudan Airways are an important cog in the wheel of the Sudan economy.

The busy quays of Port Sudan on the Red Sea. Its harbour has be

One of the British-made diesel electric locomotives on the Khartoum-Port Sudan Railway



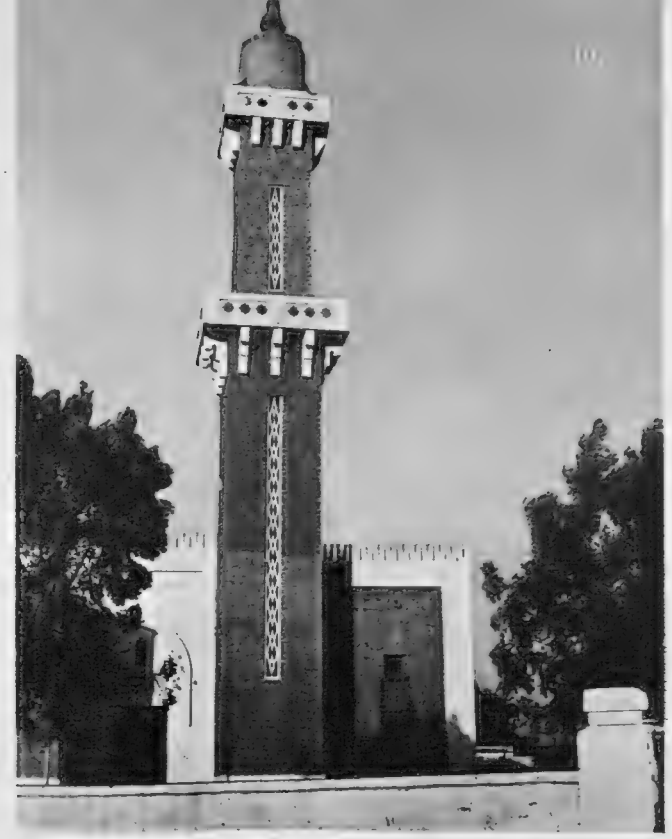
President Tito inspecting the Yugoslav tannery in Khartoum North. A photograph taken during his visit to Sudan last year

The development of the Sudan is being planned and carried out in a practical way. Previous development and the new Ten Year Plan which has just been promulgated have been based firmly on the utilisation of the resources that are there.

The Sudan is a huge country, about as big as the whole of Western Europe. It still has large tracts of desert or scrub, but it also has perhaps the most advanced irrigation system in the world. The Gezira Cotton area was created out of the desert and now consists of nearly 2,000,000 acres of highly productive arable land which grows on an average some £50,000,000-worth of high-quality, long-staple cotton, as well as a number of other subsidiary crops. In the southern part of the Sudan, it is

(*Continued on page 108*)

A new building for the University of Khartoum which was formerly Gordon College



One of the many mosques in the capital of the Sudan

tensively modernised in recent years and still more improvements are being made

The Sennar dam is part of the Manaqil extension in the Gezira area

The new building of the Industrial Bank of Khartoum and, **right**, the British Embassy in Khartoum

A camel brings in cotton from the fields of the Gezira, the Sudan's richest cotton-growing district

SUDAN—LAND OF OPPORTUNITY

(*Continued from page 107*)

possible to grow any tropical product. There is an abundance of citrus fruits of all kinds, as well as grain and its side-products, and coffee, tea and tobacco have been developed in the last few years at a great rate.

The policy of the Sudan Government is to increase the quality and quantity of these and other crops, by means of technical advice, subsidies, marketing facilities and model farms which demonstrate modern methods of cultivation, and test by experiment what other crops can be profitable.

The Sudan still relies too much on cotton and is vulnerable to a slump in world cotton prices. Its second biggest export crop, Gum Arabic, yields around £10,000,000 annually. The solution may well lie in the development of a quite different commodity—livestock—which is mainly concentrated in the arid country west of the Nile.

The cattle stock is officially estimated at about 7,000,000 head. This is certainly an underestimate. A major source of revenue (the nearest approach to income tax) is the cattle tax, and a financial expert told me that the actual tax levied probably represents not more than 40 per cent. of the total stock. So far, the life of these herds has been nomadic, and they often travel 1,500 miles in a year after their water. This qualifies them better for Olympic status than for good eating or milk-yield.

Now wells are being drilled and under the Ten Year Plan over thirty pump stations are to be established, at widely distributed points, providing both water and the various social services to form the basis of settlement.

This will mean a vast improvement in the quality of beef and in milk-yield, and it offers the greatest single opportunity for a lucrative export industry to supplement the cotton crop. Apart from food-processing, there are valuable side-products. Hides are already of high quality, and settlement means great economy of manpower.

On the industrial side, the emphasis in the Sudan now is on secondary industries to process the wealth of primary products, and this opens up great possibilities. There is much to process, and the Sudanese need help to do it. Germans, Italians, Japanese, Russians, Czechs and many others are crowding into the Sudan. There is plenty of room, but many Sudanese are disappointed because Britain seems to show less interest than other countries. They would prefer to deal with us.

The preference is partly due to habit and familiarity, but it goes deeper. The Sudanese understand our way of doing things. They believe that when we make an agreement we intend to carry it out, and we do not try to cheat or chisel. Again, Sudanese education remains closely attached to British education, and, although Arabic is the national language, English is the administrative language and the language of instruction in higher education. The two main banks in Khartoum conduct their business in English, and most of the teachers in technical colleges complete their training in England. So anyone from this country who wants to deal with the Sudanese finds that they speak our language both literally and metaphorically.

The Sudanese regime is among the most stable in Africa or the Middle East. It is not in the least likely to change its policy suddenly and nationalise or expropriate foreign assets. It offers various inducements to foreign firms prepared to start secondary industries: tax rebates, a guarantee of transfer of profits, and capital participation if required.

Yet the Sudanese are reproaching us with dragging our feet. Russians have built a canning factory for fruit. Yugoslavs have built a tannery to process some of the valuable hides. Italians are undertaking many engineering jobs. Although the Sudan is a major cotton-producing country, there is only one big textile factory. It was built by a British firm, Marples Bros., the machinery is almost all from Platts, and the power plant was provided by English Electric. But the firm is called the "Sudan-American Consortium." An energetic British official in Khartoum succeeded in getting a notice put up to point out that the building, plant and power installation had been done by British firms, but many Sudanese wonder why a "British-Sudanese Consortium" could not have done the whole job.

There is still plenty of room for British firms to do jobs of this kind. Recently, the firm of Turriff Construction Corporation has been awarded a £13,000,000 contract to carry out the Khashm el Girba housing scheme, where the present inhabitants of Wadi Halfa are to be settled after the flooding of the area from the Aswan Dam farther north in Egypt. It involves building a new town for some 50,000 people, and it is good to know that a British firm is doing the job. The fact remains that in the long run the Sudan must balance its imports against exports or direct participation by British firms.

What is needed is a fairly modest capital investment, and—more important—the skill and "know-how" to get businesses started. Our trade with the Sudan is not inconsiderable: our exports last year were valued at some £20,000,000. Our imports from the Sudan were much less, and we can scarcely expect this imbalance to continue with a country which needs capital for development. The solution would be active British participation in the Sudanese development. This could be mutually profitable, both financially and in international relations.

Harvesting a crop of dura (millet)

At the Agricultural Research Centre at Touzi

The shadouf—the ancient device for raising water

Clearing the site for irrigation works for the new town

BRIAN VESEY-FITZGERALD

THE GRAYLING—A GREAT SPORTING FISH

" He grows not to the bigness of a trout; for the biggest of them do not usually exceed eighteen inches, he lives in such rivers as the trout does, and is usually taken with the same bait as the trout is, and after the same manner." Thus, Izaak Walton on the grayling; and it is a fair enough description. But old Izaak did not like the grayling. He makes it plain, though mildly, that he considers the grayling neither so good to eat nor so good to angle for as the trout. There are others less polite. Take William Caine, for example. In his *An Angler at Large*, he has this to say: " I will write about graylings. I will most venomously abuse them."

Caine's is, I think, the attitude most commonly to be found amongst British anglers, as opposed to plain fishermen, if I may be allowed to make such a distinction. It is not the attitude commonly found abroad. There, this beautiful fish commands the respect it deserves. In some French rivers it is completely protected, while in the cold rivers of northern Scandinavia and central Europe it is properly regarded as a great sporting fish.

Why not in Britain? Well, one reason is certainly snobbish. The grayling (*Thymallus thymallus*), though a member of the salmon family, is technically classed as a coarse fish; and the " what's coarse " aspect of fishing is pretty important. The angler (that is, the fly-fisherman), in the south of England at any rate, is often inclined to regard himself as a cut above the coarse-fisherman, the rod-and-float man—if not as socially superior, at least as skilfully superior.

For some reason it is widely believed that it is much more difficult to catch fish on fly than in any other way. It is much more expensive certainly. But, broadly speaking, when it comes to catching a coarse fish, it is a more difficult matter, a very much more difficult matter, than is the outwitting of a trout or a salmon. But, of course, you do not catch a grayling as you do other coarse fish, for the grayling is an excellent fly-taker. In fact, it is a coarse fish only by accident, so classed only because it spawns in the early summer as do most of the coarse fish proper. There is nothing more substantial behind it than that.

There is, however, also an economic reason for its unpopularity. The grayling " lives in such rivers as the trout does," and in the competition for food it generally gets the better of trout in the same stream. Incidentally, due to its shoaling habit, it is also much better able to maintain itself against the competition of coarse fish than is the trout which, except in a few very rapid streams, is mostly a solitary fish. Where the two live side by side in a fishery the chances are that, left to their own devices, the grayling would soon get the upper hand. Trout fisheries are valuable sources of income and so every possible step is taken to reduce the grayling population—particularly in early autumn before the water has become so coloured that it conceals the whereabouts of the shoals.

I do not own a stretch of trout water and I do not feel this way about grayling. I admit that in the height of the trout season it is annoying to catch a grayling, for it is then out of condition and useless for eating, and must be returned unharmed to the water. But that seems to me to be a very minor point compared with the fact that the grayling extends the fly-fishing season well into the autumn, giving it another two or three months after the trout fishing season has closed.

There are other points in favour of the grayling if you are as bad a fisherman as I am. For one thing they do not seem to be nearly as particular about the sort of fly as trout are, or are said to be. For another, due to the shoaling habit, you fish the shoal rather than an individual fish, which makes it a good deal easier, in theory at any rate. Except for these two points, and it is easy to overstress their importance, there does not seem to me to be all that difference between grayling and trout fishing. In a chalk stream grayling behaviour differs little, if at all, from that of trout. Elsewhere it does seem to me to differ. Elsewhere grayling do not seem to lie poised just a few inches below the surface, but to lie on the bottom and to rise directly from the bottom to take the fly, coming up with great rapidity. Lying on the bottom means, of course, that the fish's view of the surface is much more extensive than that of a trout only a few inches below the surface. And this certainly does not make the fishing any easier.

I think it is true, as Walton said, that grayling are not so good to angle for as trout. They have not got the *élan* of a trout. But on the table? You know, I think that old Izaak can never have eaten a good autumn grayling. I think that he must have caught his only grayling in June, when it is a poor flabby thing, tried to eat it (even a hungry cat would have some reservations about a June grayling), and never got over the experience. But an autumn grayling: now that is good eating, as delicate a dish as one could wish for.

Let me give you some recipes. The bigger cock fish, the fish you are most likely to find in the fishmongers' shops, should have heads and fins removed; then clean, scrape and wash; dry in a cloth, flour and fry in boiling lard; serve with field mushrooms. But the best fish are the females weighing about 12 oz. These should be baked in liberally-buttered papers, and served with a squeeze of lemon, parsley sauce and a bottle of white wine. Follow that up with a roast of young partridges and an apple dumpling with Devonshire cream, and you will be, if not a " compleat " angler, at least a replete one. And I will wager that you will think as highly of grayling as I do.

n el Girba, which is to be built by a British firm

Digging is in progress on one of the last canals for the Manaqil extension in the Gezira

TRAVEL

ASPECTS OF MADEIRA

By **GORDON COOPER**

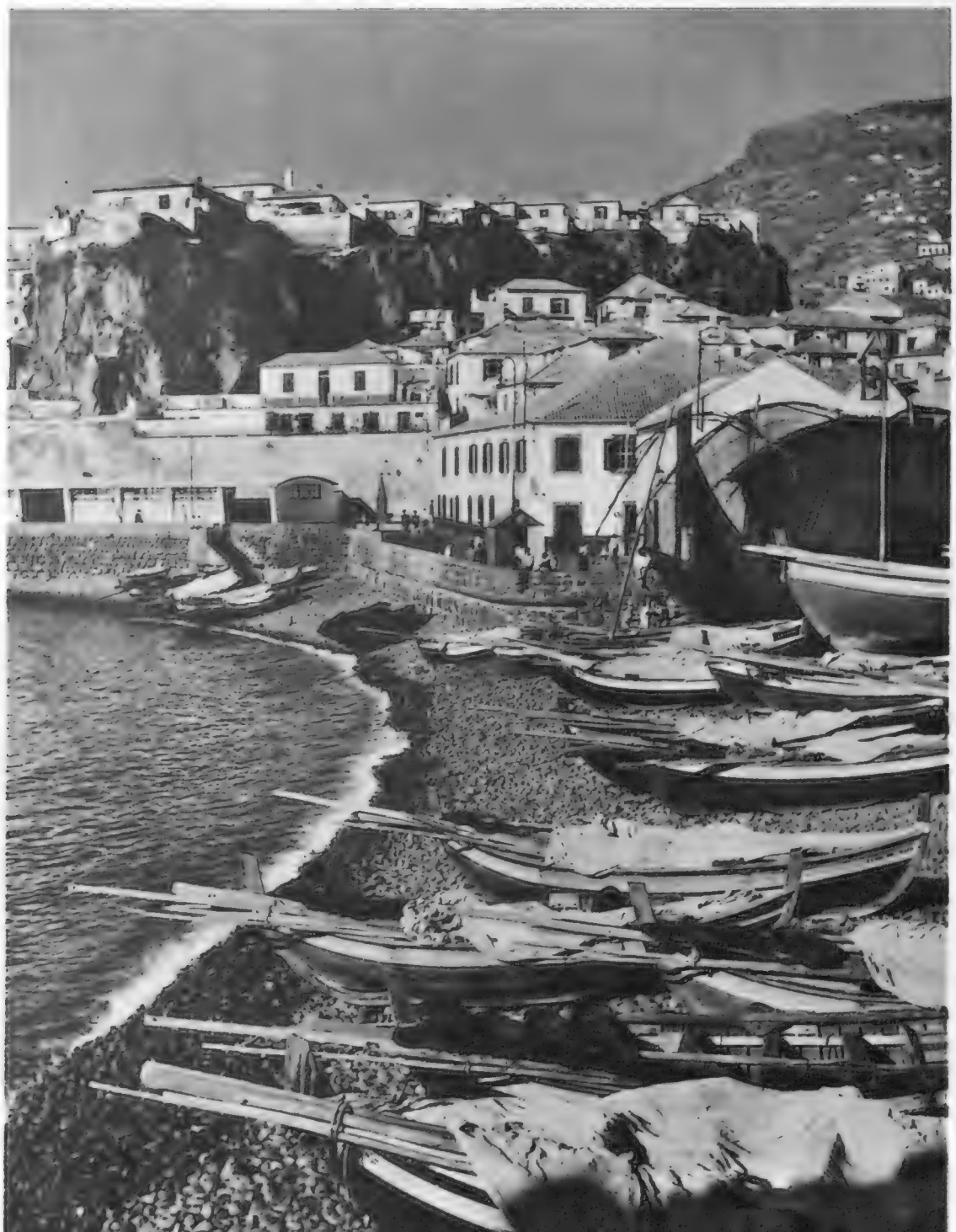
" I do not know a spot on the globe which so astonishes and delights . . . as the island of Madeira," wrote Captain Marryat, and that is still the opinion of most visitors. The lure of sunshine, especially during the winter months, is the most potent of holiday appeals; and when a perfect climate is linked with excellent hotels that for many years have catered for Britons, I have no qualms in giving a strong personal recommendation to this Portuguese island lying in the Atlantic.

Access is pleasant and easy, as several shipping companies, including the Bergen Line, the Greek Line, and the Union Castle, operate regular services. You can also travel by air (T.A.P.) from London to Porto Santo, a neighbouring island, whence there is a ferry-boat connection with Madeira—but if the sea is rough this trip can be unpleasant. However, early in 1963, Madeira Airport should be in operation.

There is accommodation to suit all purses. The famous Reid's Hotel is, in my opinion, one of the most satisfying hotels in the world; the Savoy is perhaps better suited to the livelier set, while the Atlantico is my recommendation for a thrift holiday. There are also some good pensions, often placed in delightful gardens. The Monte Rosa and the Santos are in the first category. Many people will be content to laze away the hours in the sub-tropical environment of exotic flowers and magnificent scenery, possibly sun and sea bathing, for even in winter the sea-water temperature ranges from 60 to 65 degs. F., and although there are no sandy beaches you find swimming pools and excellent rock-bathing. Water ski-ing facilities are available. For the more active there are tennis courts and a nine-hole golf course (at Santo Antonio da Serra, about 20 miles outside Funchal).

Funchal, with its historic buildings, is a pleasant town in which to meander. Most visitors will want to sample a glass of Madeira wine at the Madeira Wine Association. Some of the wines are over 100 years old. And you can also see an important local industry where exquisite hand embroidery is on sale. But once you have inspected the Cathedral (fifteenth century, with a carved cedar ceiling), the Governor's Palace (sixteenth century) and Pico Fort (early seventeenth century), both with picturesque exteriors, you can continue to loaf pleasantly. And what is more enticing on a holiday in the sun. You may, of course, want to make the exciting toboggan ride from Monte and, in contrast, journey in a leisurely bullock car or a hammock. And there are always plenty of taxis.

Camara de Lobos, a fishing port near Funchal



For most visitors Funchal and its beautiful bay is sufficient attraction; but there are various worthwhile excursions that can be made. There are two whole-day and one half-day excursions which offer considerable appeal. The half-day excursion is to the Grande Curral, one of the world's scenic wonders. A road climbs and twists up a fertile countryside, into wild country. At Eira do Serrado the road comes to a dead end, and you have the choice of two walks: one, a short ascent to the summit of Pico do Serrado (3,365 ft.); the other, a fairly long descent to the village of the Grande Curral, 1,000 ft. below.

There is, I regret to say, a new road which leads down to the once isolated *Curral das Freiras* (Nuns' Fold). Better, perhaps, to climb the Serrado Saddle, whence you look out on a mighty chaos of mountains and ravines stretching away below; and abysses that seem to reach into the centre of the earth, suggestive of entrances into the infernal regions described by Dante. It is an awe-inspiring sight, this colossal, volcanic upheaval, especially when seen at sunrise or sunset. At these times the great boulders and cliffs glow fiery red like living coals, and the basalt sides of the precipices shine as with a gleam from a mighty subterranean fire.

If I consider this the outstanding excursion, it is also rewarding to travel to the other side of Madeira, either by the western or eastern routes. The former takes you over the Encumeada Pass (3,400 ft.), from which you get a superb view. There is a nearby *pousada* (country inn) which is most picturesquely sited, provides comfortable accommodation, and enables the visitor to explore an " unknown " part of Madeira.

There are two other *pousadas* on the island in addition to the Pousada dos Vinhaticos; they are situated at Queimadas (near the north coast), whence the ascent on foot of the Pico Ruivo (the Purple Peak) can be made, and where there is also a *pousada*. Anyone climbing to this point should stop the night here in order to see the wonderful sunrise. The whole island can be viewed from this spot.

In addition to these inns there are also small hotels at Santana, Santo da Serra, Machico, Faial and Canico. I think it is rather a pity for tourists to feel tied to Funchal, despite the excellence of its hotels, for there is so much more on Madeira that is interesting and attractive and which often brings one far more into touch with the hard-working and pleasant inhabitants. Santana would be my first recommendation for a stay.

It is now possible to drive right round the island in a day, although such a rushed excursion can be broken about half-way at Porto Moniz, which has a small, good hotel. This coast road covers an unspoiled part of Madeira. Close to Funchal the most attractive excursion is to the colourful fishing port of Camara de Lobos. Just west of this little town is the second highest headland in the world, Cape Girao, a sheer mass of rock nearly 2,000 ft. high. (The first position for height of cliff is on the eastern coast of Formosa.)

Many travel agents offer inclusive tours to Madeira, and the restful voyage by sea takes only three days; or you may like to travel out via Lisbon, a pleasant city in which to linger for a few days. By air, the flight from London to Porto Santo takes 2½ hours, but the ferry crossing to Funchal may well take longer.

FOR FURTHER INFORMATION

Portuguese Tourist Office, 20, Lower Regent Street, S.W.1.

Funchal Harbour, in Madeira, seen from one of the windows of Reid's Hotel

SOME SUGGESTIONS FOR CHRISTMAS

It is not too early to start thinking about Christmas away from home. Whether you contemplate a few days at an old inn in the country or whether you might consider a long weekend in Paris or Brussels, now is the time to make certain of your reservations, particularly by train or plane. There is such a constant pressure on traffic during the few days before the holidays that unless you book now you will find it rather a struggle later on.

Last Christmas a surprisingly large number of people went to Majorca and the Canaries. Palma was particularly popular since many hotels like the Bahia Palace laid on special menus with champagne on Christmas Eve and Christmas Day. A week's holiday at a modern luxury hotel at that time, including travel by air, costs 55 guineas, and at a good first-class hotel about 6 guineas less. Tenerife at Christmas is probably going to attract rather more people than Grand Canary, since a special service by British United Airways Viscounts, in conjunction with a leading travel agency, enables a 16-day holiday to be offered for 80 guineas inclusive.

Something new in Christmas arrangements will be found at Gibraltar, where the Rock Hotel is putting on a special programme including carols on Christmas Eve, with a gala dinner and dance on Boxing Day, and a grand buffet on Christmas Day. By the way, evening dress is expected at this very pleasantly situated hotel. The cost of a week's holiday there, travelling by air, and including a room with bath, would be just over £58.

Closer at hand, Ostend is now waking up at Christmas. Various hotels are arranging Christmas programmes with special menus on the day. A holiday here, of course, is very much cheaper. You can fly out from Southend and stay for four nights at quite a good hotel for an inclusive price of £18, including a room with bath.

Similar arrangements are possible at Scheveningen, in Holland. Floor shows, dancing and Christmas dinner are promised in this lively seaside resort. One agent is offering a six-day holiday, travelling out by rail and steamer, for £32 18s.; and by air for £37 12s.

Paris is gradually overcoming its former reluctance to celebrate Christmas. Christmas trees and decorations are everywhere in the shops, and with the itinerant hot-chestnut sellers at the corners of the streets the atmosphere is complete. Not only are special Christmas dinners provided at many hotels, but on Christmas Eve there are possibilities of a river cruise complete with dancing and cabaret, and a special midnight meal preceded by fireworks. The cost of a holiday here depends entirely on the individual, whether he wishes to travel out by Golden Arrow or by air, or whether he wishes to stay at a first-class hotel or at some small establishment on the Left Bank.

For those who want to be certain of avoiding snow, Nice can assure them of an average daily temperature at that time of the year of round about 58 degrees F. There are Christmas dinners at hotels and on Christmas and New Year's Eves, dinners with cabarets and dancing at the Casino and the Palais de la Méditerranée. Staying at a first-class hotel, a week's holiday, travelling by air, costs about £75.

W. D. C. C.

BOOKS

FIGURES FROM THE PAST

Biographies of Lady Muriel Paget, Francis Brett Young and Tennyson; other non-fiction; and recent novels

Lady Muriel Paget was a philanthropist in the true meaning of the word, one who loves their fellow-men and exerts themselves for their well-being. She was brought up by her father, the twelfth Earl of Winchilsea, to believe that position carried responsibility and it was during the First World War that she discovered her own vocation and began to organise charitable enterprises on a far-sighted and practical scale. After her wartime work, Lady Muriel went to Russia and to what she called " the little countries " of Eastern Europe, and there found endless scope for her chosen and dedicated task. LADY MURIEL (Methuen. 36s.) is Mr. Wilfrid Blunt's biography of this remarkable woman and in it he has given us a portrait of a being who achieved so many of her selfless ambitions through inflexible determination, the mildest of manners and a refusal to recognise the word impossible.

Mrs. Jessica Brett Young's biography of her doctor-novelist husband, FRANCIS BRETT YOUNG (Heinemann. 35s.), gives us not only a detailed account of the writer's career in all its phases, his travels and his projects, but a glimpse of the literary scene as he knew it and shared in it between the 1920's and his death in South Africa in 1954. While it does not add appreciably to Brett Young's literary reputation, it is at least a good, gossipy record by a devoted wife.

Miss Joanna Richardson calls THE PRE-EMINENT VICTORIAN (Cape. 30s.) A Study of Tennyson, and so with some courage sets out to supplement one of the great biographies of our time, that by Sir Charles Tennyson. And not unsuccessfully, for Miss Richardson makes it clear that she is concerned with literary values. Firmly, too, she sets her subject clearly into the social era which, after all was the quintessence of Victorianism. It is all very well done, carrying scholarship with a light touch and at the same time losing nothing of the grandeur of that formidable genius. " Whom shall we make Laureate? " asked Gladstone of Jowett. " Don't make anyone Laureate." he replied. " Nobody expects it." They didn't: not for four years.

In an age when conventions are at their most rigid, it is natural gossip and scandal should proliferate—as in the early years of Queen Victoria's reign. Professor R. B. Martin has written about four early Victorian scandals in ENTER RUMOUR (Faber. 25s.) and has quoted liberally from contemporary correspondence and memoirs. He describes the monstrously unjust treatment of Lady Flora Hastings, the fiasco of the Eglinton Tournament, the case of George Hudson and the Railway Mania and the affair of St. Cross Hospital, Winchester, and its mismanagement. Fascinating, occasionally hair-raising reading.

ON BROADWAY—The American impresario, David Merrick, with members of the cast of the London success—*Stop the World—I Want to Get Off*. From left they are Anna Quayle, Anthony Newley and Jennifer and Susan Baker. The musical opened in New York last week

THE HEART AND THE MIND (W. H. Allen. 25s.) is the apt title for Mr. Guy Endore's story of Rousseau and Voltaire: the parallel yet widely diverging lives of the two great eighteenth-century philosophers, and the rivalry between them. Mr. Endore's style has something of the pace of a galloping horse, but one securely ridden and reined, and his generous fund of anecdote together with his lively imaginative reconstructions make this a most entertaining volume.

" These days," writes Mr. Frank Norman, " I seem to have come all over respectable "; an understatement from a man who, after four terms of imprisonment, decided to reform—but not conform as he explains—took to writing and was responsible for that smash hit, *Fings Ain't Wot They Used T'Be*. Now, at thirty-one, Mr. Norman has given us a second book of reminiscences, THE GUNTZ (Secker and Warburg. 21s.), as lively, candid and revealing as its predecessor and just as full of marvellous rhyming slang and vital information about Soho and Shaftesbury Avenue.

Vitality, too, though in so different a form, is one of the many gifts which Mr. H. E. Bates brings to his writing and in his new novel, A CROWN OF MYRTLE (Michael Joseph. 15s.), it informs every page of a lyrical love story. Mr. Bates, as we know, can be a poet in prose and this fineness of perception is never more exquisitely evident than when he is writing about the natural miracles of countryside, sun, sky and sea, or about the weight of heat in a remote Greek island, the sudden, dazzling flash of wave tops or the endless clamour of cicadas. An Englishman meets an American girl caught up in the throes of an over-conscientious world tour. He rescues her from the older and oppressively demanding woman companion with whom she is travelling and they fall in love. There is little more to the story than that but what a book this is to read, to relish and to enjoy for the pureness of its simplicity and the magic—there is no other word—of its descriptive writing. The whole, all too brief book is an enchantment.

FAMOUS MEN

A selection of autobiography and biography

What a powerful figure in more than one sense of the word is Bob Boothby; his life is lived in the full glare of publicity as a politician at Westminster, as a journalist in Fleet Street and under the arc lamps of television. This man with a front seat in the stalls for the most important events of recent history could hardly be expected to write a conventional autobiography. MY YESTERDAY, YOUR TOMORROW (Hutchinson. 25s.) is indeed hardly an autobiography at all. It is a hard-hitting commentary on a variety of subjects, on Somerset Maugham (whom he defends vigorously against his " high-falutin' " intellectual critics), on Robert Burns (with his strange power over all sorts and conditions of folk), and on the appeasers of the '30's whom he lambasts with a vengeance.

No less many-sided than Lord Boothby, but built of sterner political stuff, was the late Viscount Waverley, a brilliant civil servant, who rose to great authority during the Irish troubles, achieved fame as a pro-consul during the hazardous years of his Governorship of Bengal, served Churchill as Home Secretary and at the Exchequer, and rendered further service before his death in 1958. John W. Wheeler-Bennett's biography, JOHN ANDERSON: VISCOUNT WAVERLEY (Macmillan. 45s.), is a moving and perhaps uncritical tribute; but those who knew Lord Waverley in his last days, when he seemed to have become so generous in judgments over matters on which he had once been notably unyielding, may feel that this biography is a very fitting tribute.

Aleck Bourne, one of our most distinguished gynaecologists, achieved a great deal of publicity in the 1930's when he performed an abortion on a girl of fourteen who had been brutally assaulted by guardsmen in London. At the same time he let the authorities know of his action to draw attention to what he considered was an outmoded and cruel law. The subsequent *cause célèbre* at the Old Bailey ended in honourable acquittal, and Dr. Bourne now retells the story of that ordeal in his brief but readable memoirs, A DOCTOR'S CREED (Gollancz. 25s.). Something of the quality of Axel Munthe and Halliday Sutherland, who won fame respectively with *The Story of San Michele* and *The Arches of the Years*, is revealed in Dr. Bourne's happy narrative style, as also in his humanistic approach.

Peter the Great has had a host of biographers, and still they keep coming; for who is not fascinated by a man who, despite his cruelties, was cast in a heroic mould? Everything about this Tsar was upon a colossal scale. His rage was cyclonic, his hatred rarely stopped short of extermination, his banquets were orgies, and his pastimes were convulsions. He lived and loved like one of the giants of old, one, indeed, of the Russian demigods, the *boagtuirs*. Ian Grey's new biography. PETER THE GREAT (Hodder and Stoughton, 35s.), shows the Tsar as the ruler who recognised the requirements of the Russian nation, who believed that Russia should be ruled by Russians, and was determined to place the empire in the hands of capable men of his own training. Mr. Grey's biography may break no new ground; but it conveys vividly the appearance and atmosphere of eighteenth-century Russia.

L. T. C. Rolt has been the biographer of Telford, Brunel and Stephenson. Now he adds a fourth great name with his life of JAMES WATT (Batsford. 16s.). This is a new addition to the *Makers of Britain* series, and it is of special interest in that we see Watt's achievement against the background of the industrial revolution.

In a world of squalor and open drains, in the favela of Sao Paulo, one of the worst of Brazilian city slums, Carolina Maria de Jesus, the paper-picker, wrote her diary, BEYOND ALL PITY (Souvenir Press. 21s.). This is a book, the translator tells us, that has shocked public opinion in Brazil. It has certainly sold more than any other Brazilian book in Brazil. It is an indictment of politicians and churchmen and indeed of a society that can tolerate such dire poverty. One thing does emerge; Carolina Maria has won for herself and her children a little comfort and sustenance they sorely needed.

Richard Edmonds

Mr. Ernest Raymond, author of some forty books or more, including the unforgettable *Tell England*, has written a new novel, THE CHATELAINE (Cassell. 18s.), which is concerned with a middle-aged Englishwoman living in an odd little house between Beauvais and Paris with her kindly German husband, her step-daughter, the English nephew who is really a son by a former *liaison*, and a fiercely patriotic little maid. As the story opens, the year is 1939 and house-proud, rather pretentious Sophie is to learn bitterly and painfully how the savagery of war may affect those she loves and the very foundations of her own illusory happiness. Readable and warmly human with that story-teller's mastery which has always been Mr. Raymond's.

LIFE AT THE TOP (Eyre and Spottiswoode. 18s.), by Mr. John Braine, is, unsurprisingly, a sequel to *Room at the Top*, with Joe Lampton now married to the boss's daughter and the proud if over-confident father of two children. With the passing of the years Joe has become both complacent and an inveterate self-pitier: points of view which the author has been able to reconcile in a character of whom, I am afraid, some of us are beginning to get a little tired. But how well Mr. Braine continues to write. I am already looking forward to his next, possibly Joeless, book.

WHISTLE FOR THE CROWS (Hodder and Stoughton. 16s.) is the most dramatic of Miss Dorothy Eden's novels up to date: a tale of an Irish family and the young widow who comes to live with them and "ghost" their ancestral history. Romantic, not overly sentimental and with a fine feeling for suspense.

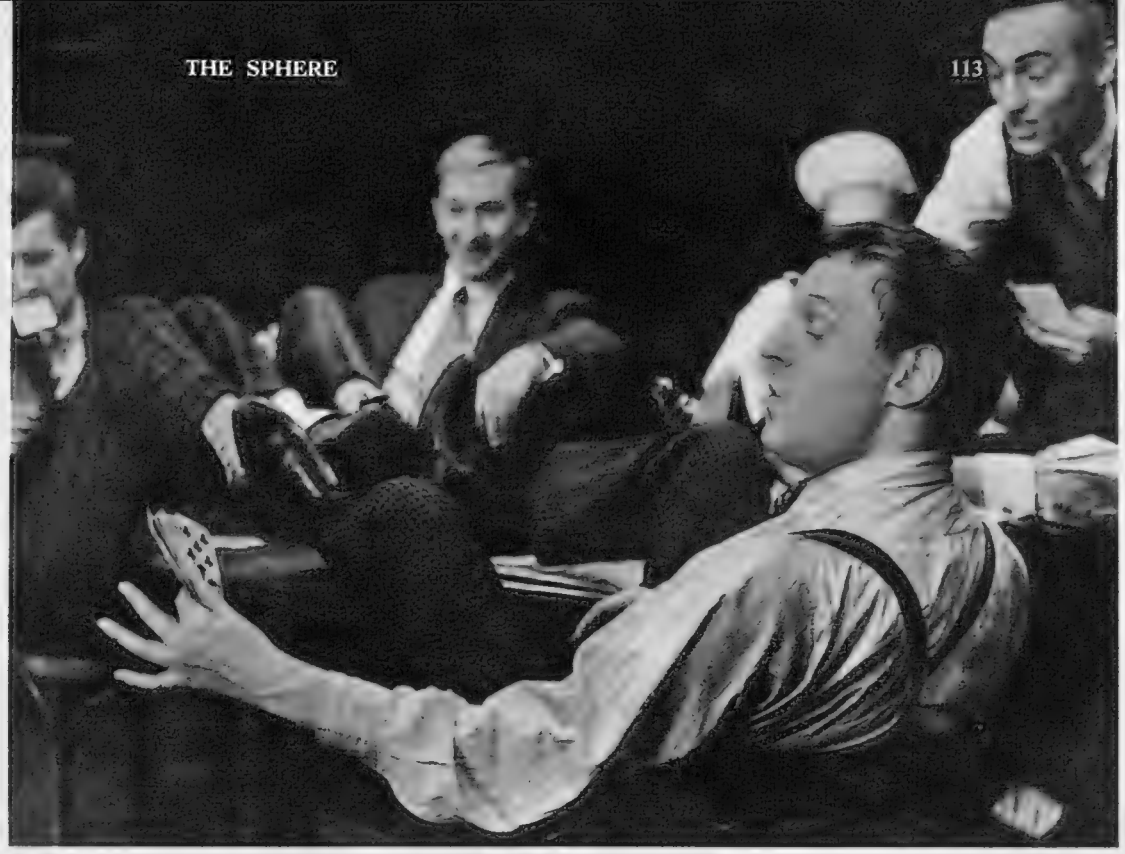
Two worthwhile novels from the United States this week deal with the techniques of a diplomat's life in a foreign country and a campaigning politician's in the mid-west. Mr. Paul Hyde Bonner's AMBASSADOR EXTRAORDINARY (Hodder and Stoughton. 18s.) is as polished and agreeable as its title suggests, and very civilised reading indeed, while Mr. Robert Traver, who wrote that admirable book, *Anatomy of a Murder*, turns his talents in HORNSTEIN'S BOY (Faber. 18s.) to the analysis of high-pressure political plotting and planning and makes it sound a good deal more exciting than it probably is in actual fact.

There is an ironic bitterness and an ebullience in the very nature of Welsh writing which Mrs. Menna Gallie has in considerable measure and THE SMALL MINE (Gollancz. 16s.) shows these qualities to great effect, together with the humour that never seems far away in her descriptions of life in a small village near Swansea. Her choice of names for the characters is as vividly evocative of Wales as the people themselves, and Dai Dialectic, Mrs. Griffiths the Stockings and Jim Kremlin are as natural and articulate a part of the scene as if they had been taken from life.

In THE HILLS OF HEBRON (Cape. 18s.) Miss Sylvia Wynter has given us a brilliantly colourful and poignant picture of her adopted country, Jamaica, and has made full use of the dramatic possibilities that are latent in a small community of Christian believers who are still touched with superstition and dogged by poverty. Effective and deeply sincere.

Finally, there are two books of adventure which are very worthy of a place on your list of new novels: A CAPTIVE IN THE LAND (Hamish Hamilton. 21s.), in which Mr. James Aldridge establishes himself once and for all as one of our premier writers of well authenticated and consistently exciting stories set in the world's trouble spots, and THE DARK (Collins. 16s.), Mr. Mark Derby's tense story of a murder in modern Spain and the frightening implications to an innocent but involved young Englishman.

Vernon Fane



The "Politics and Poker" number with, foreground, Stanley Wallenstein (Bryan Blackburn)

FIORELLO!

at the Piccadilly Theatre

Based on the life story of New York's most famous Mayor, Fiorello H. LaGuardia, this new American musical opened in London last week. The book follows LaGuardia's career from early days in Greenwich Village, through the campaigns against the corrupt Tammany Hall as a Republican candidate for Congress, and his exploits in World War One to his arrival at the Mayor's house.

Thea (Marion Grimaldi) and LaGuardia (Derek Smith). **Centre:** Morris Cohen (David Lander) and Marie (Nicolette Roeg). **Right:** Dora (Bridget Armstrong) and Floyd Macduff (Simon Oates). **Below:** Canvassing in New York

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

C. E. H. Verity

Mr. Charles Verity, O.B.E., J.P., is chairman of Foster Wheeler Limited, an important engineering company, which designs and constructs oil refineries, chemical plants and steam generating plant for power stations and marine use in Britain and overseas. Oil refining contracts include Fawley and Milford Haven for Esso, Durban (South Africa) for Shell and BP, and Kwinana (Australia) for BP. Boiler contracts include mammoth installations for British power stations. Mr. Verity was born at Chard, in Somerset, in 1901 and educated at Wellingborough School and Bedford Technical School. He then held various engineering posts until in 1940 he joined the R.A.F., where he reached the rank of Group Captain, served in nearly all the theatres of operation and was awarded the O.B.E. In 1946, Mr. Verity was appointed head of the Technical and Development Department of the London Power Company and by 1951 he was Deputy Chief Engineer (Construction) for the Central Electricity Authority. From 1948 to 1955 he was responsible for the national programme of power station construction. In 1955, he was appointed a director of Foster Wheeler, becoming managing director in 1960 and chairman earlier this year. He is also a director of Rolls-Royce and Associates, and various companies in the U.S. Mr. Verity is a full member of all the three senior engineering institutions, for which he has served on various committees and to which he has presented various papers. Married, Mr. Verity has two children—both married—and two grandchildren. He lives in a house over 200 years old at Laleham-on-Thames, Middlesex. Interested in most river matters, he rowed at Henley in 1929 and is a member of various rowing clubs

ON THE ROAD TO EUROPE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

In a motor industry of British dimensions, if you want to bring out a new model in autumn 1962, you need to have started detailed planning at the beginning of 1960. That's providing you are able to develop the capacity of an existing engine by, say, boring out the cylinder block and incorporating a new design of head; a wholly new engine layout takes rather longer. Ford of Dagenham appears somewhat to have cut down by several months, that two-and-a-half-year period from design to production with its new Cortina car this season. But the original "package" for most of the small- to medium-sized models Britain has brought out this year—that is to say, the basic nature, dimensions, and kind of market for which these models are designed—must have been in the management's mind for quite three years.

At this particular point in time, that sizeable design period of the British motor industry has a special interest, for it shows how early the consciousness of their future reliance on Europe was entering these managements' minds. It is a commonplace of argument about the Common Market to say that entering Europe will have a sharp and refreshing effect upon the minds of some well-protected British industries. But three years ago Britain, smarting from the failure to form a free trade area with the European Six, contemplated no more than a limited trade partnership with the "Outer Seven"; full entry to Europe, politically, was not yet on.

So the cars now appearing from British manufacturers, which were certainly designed with an eye to the whole West European market, were thought of when there was no clear prospect that Britain would ever get inside the Common Market. The market research staffs of the industry, regardless of the politics concerned, had already realised the importance of this rapidly expanding export market to the industry.

Western Europe, including Britain, at present owns perhaps 25,000,000 cars out of something over 100,000,000 in use in the world; but its "park" of private cars is expanding much more rapidly than the 60,000,000 or so in use in the United States. British ownership, with one car to about every nine persons, is fractionally ahead, perhaps, even of the averages for the Common Market or the European Free Trade Association; but France in the one matches us and Sweden in the other is ahead in "density" of motor ownership. The other West European countries have some way to go; but in most of them car ownership is growing faster. It is this combination of moderate affluence already with a rather rapid rate of growth that makes the European market so promising today for manufacturers of all kinds of "conventional luxuries."

Looking ahead, inside or outside the Common Market, the British motor industry can in any case discern no comparably promising market. The "new" Commonwealth is not within many years of the same standards of living ownership. Canada has its own motor industry, an extension of the great Detroit business. And the other "white Commonwealth" countries of Australasia have now a sizeable local centre of manufacture. Cars built in Australia, and no longer merely assembled, supply today about half the new cars registered there. Britain for the present, admittedly, still enjoys a significant preference in entry to some of these markets against competitive exporters; but over the medium run, more and more of the Commonwealth countries may be aspiring to motor manufacture.

The United States motor industry, again, has ceased to regard the competition of imported cars from Britain and other European countries with any indulgence whatever. Following the compact cars—which have not tried to match the really small European car, but have perhaps confined them to the limits of a special taste—Detroit is now apparently in the process of moving into the sports car market, which for years it had left to the European makes.

In a country where the standard Detroit sedan can probably top 100 m.p.h. if pushed to the maximum of its traditional V-8 engine, the kind of performance that can be pulled out by some ingenuity in design is not to be sneezed at; nor are the talents of Detroit in aerodynamic and in "cosmetic" body styling. In any case, whether or not "saturation of car ownership" yet exists anywhere, the United States is obviously the farthest towards it, and total demand for new cars has shown no striking expansion for years. Detroit is being forced to explore every niche of esoteric taste among its customers—and there are so many of them that even a specialised taste in America can represent a very respectable production run for a special model, by European standards of manufacture.

The search for a prosperous and expanding market for British cars, then, swings one round again, inescapably, to Europe. British designers are concentrating on cars for this market, such as this year's Morris 1100 and Ford Cortina; the one offers unconventional engineering and the other intense efficiency in getting the most space and performance out of conventional design. In the new family of cars of this "bigger than the smallest" size that has come, with remarkable unanimity, from European designers during the last two years, these two compare very well in terms of appearance and performance. And the design effort is now being matched by quite a concentration on building up distribution and spares organisations for British cars in Europe.

Whether "inside" or "outside"—and the British manufacturers on balance are strongly in favour of getting inside the Common Market—any expansion of trade with Western Europe will inevitably be two-way. The British industry enjoys somewhat higher tariff protection than the major producing countries of Western Europe: our customs duty and purchase tax add up to about 45 per cent. against 20-40 per cent. for Germany, France and Italy. It is only reasonable to suppose that dismantling these tariff walls, over a period of years, may result in more penetration of our market than of theirs.

Their car markets, however, have been growing faster than ours; the British concentration on selling across the Channel, again, is only just gathering its momentum. Over the next decade one would expect a number of different influences on trade in cars within Western Europe. Trade between British and Continental producing countries seems likely to grow; both we and they may gain at the expense of American suppliers in the "neutral" markets, such as Belgium and Switzerland, where cars are not produced; the total growth of the market may be such as to give us large increases in the number of cars actually sold abroad, whatever the effect on our proportionate share.

Given sufficient effort by the British industry, our share of European imports may well be increased enough to offset any decline in exports to other areas. By 1970, one economic study has suggested, Britain might be exporting about 1,000,000 cars a year, with half of them going to other European countries. But statistical projections necessarily assume that some weaknesses of the past, such as over-conservatism in design to European eyes, will continue to affect our competitiveness. Considering the technical revolution in design that has been affecting the B.M.C. group, in particular, over recent years, the British industry might well outpace that cautious guesswork.

In the Vauxhall car factory, all the 6-cylinder Vauxhall engines are assembled on a pedestal-type conveyer, which uses 66 pedestals, each 3 ft. 10 ins. high, bolted to a floor-level conveyer belt. The pedestal system enables the engines to be turned in many directions during their build-up

REVIEW OF THE MOTOR SHOW

At Earls Court from October 17 to October 27

By **COURTENAY EDWARDS**

Down-to-earth motoring and visionary design planning for cars of the future are blended in a fascinating way at the London Motor Show, which opened at Earls Court on Wednesday. On the one hand there is a marked trend towards easier maintenance; towards the day when car owners will have to worry about nothing but pressing the self-starter and filling up with petrol. At the other end of the scale there is a lot of talk about turbine-engined cars. The Rover Company could not find room on their stand this year for their attractively-styled T4 turbocar, which was greatly admired at the Paris Salon, but the comments of motoring writers who were invited, just before the Show, to go for a ride in the T4, have inspired many arguments at Earls Court.

This current interest in turbocars has also been boosted by flatteringly similar demonstrations, in France and England, of the latest turbocar of America's Chrysler Corporation. At the Paris Salon—that attractive appetiser for the even more representative London Show—Mr. George Huebner, executive research engineer for Chrysler, fairly bubbled over with enthusiasm for turbocar prospects.

He admitted that the fifty or so specimens his corporation are building for delivery next year to " selected customers " will be sold at artificial prices very much below cost but claimed that when turbocars are built in numbers comparable to the current output of piston-engined models, they will cost no more.

A few hours after Mr. Huebner had given me this optimistic appraisal I met Mr. Henry Ford II, grandson of the even more famous Henry who built the Model T. I asked him about turbine-engined cars. " I can't see them coming in the immediate future," he said, " or for a very long time. Not for cars. They may have an application for tractors and trucks. We are certainly working on gas turbines, but mainly on the military side."

Confused and bewildered by this clash of expert opinion I sought the views of Britain's Rover Company, world pioneers of the turbo-car. The Rover view seems to fall half-way between the excitement of Huebner and the scepticism of Ford. They are busy just now developing a two-speed gearbox to give the T4 a smoother get-away. When this has been harnessed to their turbocar to their complete satisfaction they will decide, next year, whether or not to go into limited production.

New version of the Aston Martin DB4 saloon (£3,988, including tax)

While most of the ordinary motorists visiting Earls Court seem to take a keen interest in advanced technical developments like turbine propulsion, they go to the Motor Show primarily to see which of the new cars offer best value for money in terms of initial cost, appearance, pride of ownership, miles to the gallon, other running costs and ease of maintenance. There is much for them to enthuse over this year under the maintenance heading. Chassis greasing points seem to be disappearing altogether. On the new 6-cylinder Vauxhalls, there are only four grease nipples and they need attention at intervals of 30,000 miles.

Following the example of Renault, who offer " sealed for life " cooling systems, the British Motor Corporation have included a special expansion tank in the specification of their new Morris and M.G. 1100 models which obviates the need to " top up " with coolant more than once or twice a year.

Car manufacturers are saying that thanks to a combination of improved design and production methods and the evolution of better lubricants, it is no longer necessary to empty and replenish the sump every 1,000 miles. A safe interval, they say, is 3,000 miles—provided you keep an eye on the oil filter and replace when necessary. On the Morris 1100 and its twin-carburetter sister from the M.G. stable there is even a dashboard light which comes on when the filter needs renewing.

Lodge have come out with a new sparking plug (which costs 8s. 6d. retail) designed to last the normal life of any engine without cleaning or adjustment. Even more significant is the fact that most of the U.S. cars at the Show have alternators in place of the usual generators. I predict that it won't be long before they are adopted on a wide scale for British cars. They are already used for police cars and other vehicles fitted with two-way radio, which throws a strain on the battery.

Indeed, Joseph Lucas have their own design of alternator at the London Show. It is available to British manufacturers, who so far have said it is too expensive. But that is largely a question of production scale. The great virtue of the alternator is that it produces current to charge the battery even when the engine is merely idling. Its advocates claim that it doubles the life of a battery and, having no commutators or carbon brushes, will run 80,000 miles without attention.

Hand in hand with this important development go transistorised ignition systems which obviate the need for contact breakers and their sensitive platinum points. They will help speed the day of the " everlasting " car—to repeat the term used by a technician from Detroit with whom I discussed this vital subject of trouble-free motoring. " In the States," he said, " the car manufacturers are doing all they can to design and build vehicles which will be completely foolproof; which can be run quite independently of service stations. Some car chiefs in Detroit take the extreme view that the garage men are the ' enemies ' of motoring; that they discourage motorists by unsatisfactory and expensive service facilities."

Letters I get from *Sphere* readers indicate that this view is widely shared in the U.K., though I personally maintain it is the inefficient, rapacious few among service station proprietors who give the whole trade a bad name: a situation which the Motor Agents' Association is facing up to in its Fidelity Scheme.

The 4-litre, luxuriously appointed Vanden Plas Princess costs £2,957, including tax

The Rolls-Royce Silver Cloud III has an 8-cylinder 6,230-c.c. engine and dual headlights. The price is £6,227, including tax.

Apart from the provision of easier maintenance, the most important design trends discernible at this year's Show concern suspension, transmission, power output for a given engine size, brakes, headlamps and tyres. Also, of course, the fact that baby cars have "grown up" with room for four or five adults (three sitting close together on the back seat). These bigger babies have been given more power and the big firms like B.M.C. (with their Morris 1100 and M.G. 1100), Ford of Britain (Cortina and Anglia Super), Standard-Triumph (Herald 1200), Renault (R8), Volkswagen (1200 c.c.), Fiat (1100 c.c.), Ford of Cologne (Taunus 12M), have all driven wedges into the most important section of the market lying between 1- and 1½-litre engine capacity.

The continued growth in the popularity of estate cars is reflected in the wide range of dual-purpose vehicles on show. Vauxhalls have even introduced a de luxe version of their 1½-litre Victor estate car. In the realm of the sports car, British manufacturers give plenty of evidence of their determination to continue to lead the world in this branch of motoring and especially in the medium-price range. B.M.C. have followed up their introduction of the re-styled Healey Sprite and M.G. Midget with a good-looking and more powerful 1·8-litre M.G.B. to replace the 1·6-litre M.G.A. Standard-Triumph, encouraged by the reception in export markets of the TR4, have launched a brand new "junior" sports two-seater model, based on the independently-sprung Herald saloon. There is a new two-seater Lotus, too.

Disc brakes are still gaining ground. Renault have fitted them to all four wheels of their new R8 and Floride models; B.M.C. use them on the front wheels of the Morris and M.G. 1100s; Vauxhalls now fit them as standard to the front wheels of both their 6-cylinder Velox and Cresta saloons, with power assistance. But Rolls-Royce continue to rely on drum brakes for their improved Rolls and Bentley models. "Ours are very good drum brakes," commented a spokesman of the Crewe firm, adding: "And they don't squeak—ever."

Dunlops have made the future of disc brakes even brighter by introducing a "self-servo" device which they claim obviates the need for expensive hydraulic booster assistance which has been necessary on many disc-braked cars up to now to lighten the pedal pressure. The new self-servo Dunlop discs have the same kind

(Continued on following pages)

The S3 Bentley Continental "Flying Spur," with coachwork by Mulliner, costs £8,945, including tax.

Largest model in the Jaguar range is the Mark X Saloon, with room for five. Price is £2,300, including tax.

The new four-seat, four-door Rover 3-litre costs, with power-assisted steering, £1,822 with tax

The 3-litre Humber Super Snipe saloon costs £1,541, including tax

The completely restyled Vauxhall Velox six-seater saloon. Price £936 with tax

REVIEW OF THE MOTOR SHOW

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of self-applying action that is a feature of two-leading-shoe drum brakes. The rotation of the disc tends to pull the pads on by a " wedging " action.

Another big advance is Lockheed's anti-lock braking device, though there has not yet been time for any manufacturer to incorporate this safety feature in any of the cars on view at Earls Court. It consists of a modulating valve in the rear brake circuit and a sensing unit driven from the transmission. They combine to release the rear brakes momentarily just when the wheels are about to lock. The value of this idea in preventing skidding during harsh emergency braking on slippery roads will be obvious. It is simpler and much less expensive than other equipment evolved in the past to do the same job and does not require a pressurised hydraulic circuit.

Tyres are getting better all the time. The use of high hysteresis rubber and improved tread patterns have given them much more effective adhesion and the use of new materials in the structure of the sidewalls has made tyres safer, more comfortable and more durable. Rolls-Royce and Jensen are the latest British firms to adopt double headlamps but this particular vogue (the big virtue of which is increased efficiency rather than a styling variation) has not been taken up in Britain with wild enthusiasm. In the U.S., where it originated, some firms have dropped it.

The use of automatic transmission and overdrive units continues to grow and it is interesting to see that Sir William Lyons, in his new 2½-litre V-8 Daimler saloon (in which a Daimler engine is harnessed to a Jaguar body and suspension), has adopted Borg-Warner's lightweight Type 35 system, which has the advantage of full over-riding control of all three ratios by the driver and engine braking in each gear.

Renault have announced for their Dauphine and R8 models, as an optional extra costing about £50 in France, a variation of the " magic powder " theme on which the " Easidrive " transmission formerly offered by the Rootes Group is based. This system, developed by S. Smiths and Sons, uses a normal three-speed synchromesh gear-box but in place of an orthodox friction-plate clutch it has a revolving unit filled with fine magnetised powder which, when electricity is fed into it, " freezes " solid to give the drive.

The Renault variant of this system, manufactured for them by Jaeger, Smiths' French associates, gives automatic control of the transmission in a different way. Upward or downward gear changes depend on both road speed and throttle opening and over-riding control is given by a panel of five push-buttons on the dash. They are marked N (neutral), R (reverse), A (automatic), 1 and 2. If you press button No. 1 the gear-box will remain in bottom gear. Press button No. 2 and only the two lower ratios are effective.

The advantages of overdrive are now available to small car owners thanks to a new development by Auto Transmissions, of Laycock de Normanville fame. This is a " sandwich " unit, only 3 ins. thick, designed to fit between engine and gear-box on cars down to an engine size of only 600 c.c. It is less than one-third the size of the Laycock units fitted to bigger cars and offers overdrive on all gears.

A number of British firms have adopted the Borg and Beck diaphragm-type clutch in place of the familiar unit using small coil springs. Among them are the Rootes Group (for their Humbers), Vauxhall (for their new Velox and Cresta models) and B.M.C. (on their

The new 2½-litre Daimler V-8 saloon has automatic transmission. Price £1,786, with tax. **Right:** The well-appointed interior of the new Daimler

M.G.B sports car). These diaphragm clutches are lighter, more reliable and need less pedal pressure.

A number of interesting new British models are making their first appearance at Earls Court. Although the most noticeable new feature of the 1963 Rolls and Bentley models is the use of twin headlamps, they incorporate a number of even more important styling and mechanical improvements. The bonnet line has been lowered about 1½ ins. to improve both appearance and forward vision. Modifications to the 6,230-c.c. V-8 aluminium engine have stepped up its power output by 7 per cent. and this extra urge is felt mostly in top gear acceleration in the middle speed range. I have tried out the new cars and I found them even quieter and smoother than before. The power assistance for the steering has been made even more efficient. Changes inside the cars include the provision of individual front seats, upholstered, as on all Rolls and Bentley models, in hide of the highest quality. The Silver Cloud now costs £6,277 (an increase of £364) and the S3 Bentley £6,127 (£358 up).

The new six-seater, 2½-litre Daimler to which I referred just now costs £1,786. It fills a gap in the Daimler range and takes the place of the Century, discontinued about five years ago, in appealing to the business executive who wants Daimler quality and prestige without having to go to the size and expense of the Majestic Major. This leather-upholstered, 110-m.p.h. car is lavishly equipped in the Daimler manner.

Mr. David Brown has improved his 3·7-litre Aston Martin DB4 by subtle styling changes which give a sleeker, longer body line, more headroom at the back and a bigger boot. This 140-m.p.h. car—available in saloon or convertible form and with a detachable steel hardtop if desired—now has a thermostatically-controlled engine cooling fan which cuts down noise and saves 7 b.h.p. at top speeds.

Pride of place on the Rover stand is rightly given to the new four-seat, four-door coupé version of the 3-litre saloon. It costs (with power-assisted steering as standard) £2,062 compared with £1,822 for the synchromesh saloon (which has overdrive and now costs £50 more). The roof line of the exciting new coupé is 2½ ins. lower than that of the saloon and it shares with the saloon the benefit of a suspension system which has been lowered by an inch.

The coupé has a top speed of 110 m.p.h. and the saloon is almost as fast. The power of the 3-litre engine used by both has been increased by 17 per cent. and when an ordinary gear-box is preferred to the Borg-Warner automatic alternative it comes with a new remote-control, centrally-mounted change lever which gives easier and more positive control than the

(*Continued on following pages*)

The M.G. version of the Morris 1100 has twin carburettors. Price £799, with tax

The four-door version of the new Ford Cortina. Price not announced at time of writing

The Singer Vogue saloon has disc brakes. Price £943, including tax

The two-door Sunbeam Rapier sports saloon costs £970, including tax

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old fascia-mounted shift. The Rover 100 and 80 models have been replaced by improved models known as the Rover 110 and Rover 95. They both use 6-cylinder engines of 2,625 c.c. but that of the 110 is more powerful.

There is a new Jensen. It is called the C-V8, costs £3,860 and has the latest 5,916-c.c. Chrysler V-8 engine. Top speed is 140 m.p.h. It is a four-seat plastic-bodied saloon with twin headlamps which gets up to 100 m.p.h. from rest in 19 seconds.

Mr. Colin Chapman has taken much of his sports car and Grand Prix racing experience and built it into his attractive new Lotus Elan 1500, a high-performance open two-seater with twin overhead camshaft engine of 1,498 c.c. and a price tag of £1,499 (or £1,095 when bought in component form for home assembly). The power unit is based on the new 1½-litre Ford engine with five-bearing crankshaft. The glass-fibre body, moulded in only five sections, is bolted to a stiff backbone chassis of welded steel. Each wheel is independently sprung by means of wishbones and coils.

There are disc brakes all round, those on the back being of Lotus design. The Elan has a sloping bonnet, bucket seats, room behind for a child or carry-cot, rack and pinion steering, collapsible steering column, synchromesh on all four gears, foam-filled bumpers, a separate luggage boot, fabric hood and retractable headlamps.

Another new British sports car with great possibilities is the Triumph Spitfire, a 90 m.p.h. Michelotti-styled two-seater based on the Triumph Herald and sharing with it such design features as independent rear springing, a rigid chassis frame, an excellent four-speed gear-box and an incredibly small turning circle. The Spitfire costs £730. It accelerates to 50 m.p.h. in 12 seconds. There are winding windows, bucket seats, a roomy boot, an easily manipulated hood and twin carburetters for the 1,147-c.c. engine.

The Rootes Group have introduced many refinements on their closely-related Humber Super Snipe and Hawk models, including more powerful engines, diaphragm clutches, better steering and subtle styling changes. Basic price of the Snipes has gone up £70 and the saloon now costs £1,541. The Hawk saloon and limousine models remain unchanged in price, but the estate car is £90 up at £1,507. Important modifications have been made to the specifications of other models in the wide Rootes range of Hillman, Sunbeam and Singer cars.

The Super Minx and Singer Vogue have disc brakes as standard, better seats, a bigger boot, a lower steering column, a more efficient carburetter, a higher rear axle ratio, and no greasing points. The new Type 35 Borg-Warner automatic gear-box is now offered in place of the Easidrive. At £103 it costs £18 less. The Super Minx saloon now costs £847 (up £42) and the estate car £915 (an increase of £27). The price of the Singer Vogue saloon has gone up £41 to £943 and that of the estate car by £35 to £1,005.

The new 6-cylinder Vauxhall Velox and Cresta models are being greatly admired. They have been completely re-styled and have the neatly-sculptured look of the same firm's Victor.

These 2,651-c.c., six-seat saloons are longer, wider and lower than the models they replace and six extra inches of legroom is shared between the front and back compartments. The new big Vauxhalls are among the easiest of British cars to maintain, there being only four greasing points which need the gun at intervals of 30,000 miles. A higher final-drive ratio should give enhanced quietness and fuel economy. Disc brakes are fitted at the front as standard on both models. At £936 the Velox goes up in price by £34. Price of the Cresta—which is a well-equipped de luxe version of the Velox, with leather upholstery available at no extra cost—is £1,046, an increase of £62. Vauxhalls have taken special care to treat their new cars, during manufacture, against body corrosion.

Ford of Dagenham, flaunting their attractive new 1,198-c.c. Cortina four-five-seater saloon (£639 in simple two-door form), claim to have more space at Earls Court, for their seventeen samples from a very wide range, than any individual make has ever had before at the London Motor Show. The 75-m.p.h., 35-m.p.g. Cortina is a roomy car of conventional layout which should find large-scale acceptance in the markets of the world. It has a first-class, all-synchromesh gear-box, better seats than Fords usually have, an enormous boot and a good-looking shape.

The new range of big Fords—4-cylinder Zephyr Four and 6-cylinder Zephyr Six and Zodiac—make their first appearance at Earls Court alongside the firm's much-publicised "secret" Show model: the Anglia Super, which has a 1,200-c.c. engine and other refinements. Also at the Show are the Hooperised Cortina and Zodiac models, standard saloons converted into custom-built carriages.

In many ways the most important models on the British Motor Corporation stands are the Morris 1100 and the M.G. 1100 (which is really a super de luxe version of the Morris and which did well to win its class in the six-hour saloon car race sponsored by *The Motor* at Brand's Hatch just before the Show).

The new Jensen G.T. saloon, with a Chrysler V-8 engine, costs £3,860, including tax. **Centre:** Morgan Plus 4 Drophead Coupé (£977). **Right:** The M.G. B two-seater (£950)

The Bristol 407 has a 5-litre engine. Price, including tax, £4,847

The Alvis 3-litre Series 2 coupé, with a top speed of over 100 m.p.h., costs £3,156, with tax

In these potential best-sellers, B.M.C. have employed the well-known Issigonis formula of front-wheel drive by a transversely-mounted engine with independent suspension of all wheels by rubber cones. These new cars have an even more sophisticated suspension than the B.M.C. Minis, the rubber cones being interconnected longitudinally by pipes containing frost-proof Hydrolastic fluid which ensures that front and rear wheels on both sides of the car rise and fall in sympathy with each other. This Moulton-developed, Dunlop-built system gives a soft ride at low speeds but stiffens up as the car goes faster.

Two views of the new Vauxhall Victor de luxe estate car which costs, with tax, £901

The two-door version of the M.G. costs £799 compared with £661 for the similar edition of the Morris. It has twin carburetters and greater luxury. New enough to be a top attraction at the show is B.M.C.'s M.G.B sports two-seater, a 1,798-c.c., 100-plus sports two-seater which replaces the trusty 1,622-c.c. M.G.A. Unlike the M.G.A it has no chassis frame, the handsome new body being integrally built. The price is £950 and there is a small seat in the back. The suspension is softer than that of the M.G.A and there is more luggage space.

Germany, Italy, France, Sweden and the U.S. are again strongly represented at Earls Court. On the Renault stand is the new R8 four-five-seat saloon which in Britain costs £764. It has a rear-mounted 956-c.c. engine, disc brakes all round and a lively performance.

Citroen are showing their new decapotable, a drophead version of their big models whose front ends have been tidied up to give less wind resistance and increased speed. Simca, who can be proud of the smart coupé variant of their rear-engined 1000 model, have a display which shows they mean business in the U.K.

The exhibits on Germany's VW, Mercedes-Benz, Ford and Porsche stands give a reminder of the quality competition Britain must expect from these firms in the coming months. Top spot on the Porsche stand is occupied by the 2-litre Porsche Carrera, a stylish fixed-head coupé with a top speed of 125 m.p.h. and as on the other Porsches presented by A.F.N., the firm's British concessionaires, the finish of this race-bred car is superb.

The Mercedes-Benz 300SE, with its fuel-injection engine, four-speed automatic gearbox of Daimler-Benz design, air suspension, disc-brakes all round and powered steering, has the look and feel of a thoroughbred. Alfa Romeo are showing samples of the new Giulia 1600 (of which there is a five-six-seat saloon version as well as two sports models) and Lancia make a big impact with their special-bodied Flavias. Fiat, Italy's biggest car producers, emphasise their virtuosity and diversity with models ranging from 500-c.c. babies to 100-m.p.h., 2·3-litre saloons richly equipped.

Chief interest in the cars displayed by Sweden's vigorous motor industry are new estate cars by both Volvo and Saab.

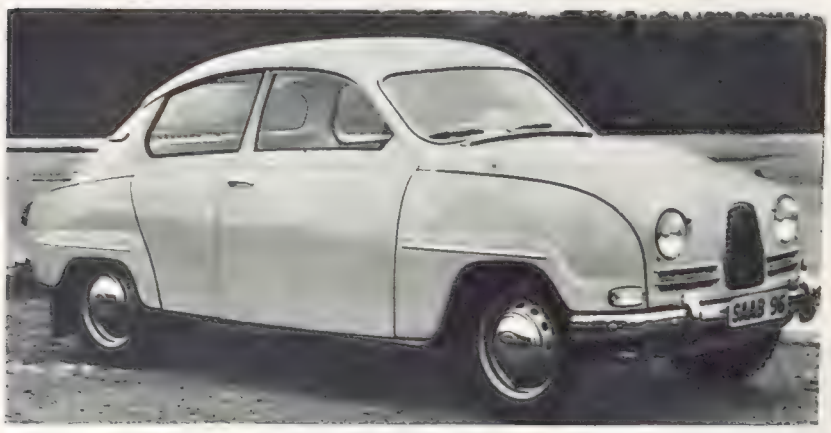
The Austin Seven Countryman (£604, including tax)

(*More photographs on the next page*)

The Triumph Spitfire two-seater sports car costs £730, with tax

Another new sports two-seater is the Lotus Elan 1500 (£1,499, with tax)

The new Renault R.8 saloon. Price in Britain £764, with tax



The Swedish Saab 96 saloon costs, in Britain, £826, with tax

From Germany—the Volkswagen 1500 saloon. Price, with tax, £1,035

The Fiat 2300 station wagon costs, in Britain, £1,589, with tax

The Simca 1000 rear-engined saloon costs, in Britain, £699, with tax

INDUSTRY AND THE STOCK MARKET

BUSIER STORES

By "THE SPHERE" CITY CORRESPONDENT

First tentative signs have at last begun to appear of the expansion in retail sales forecast by the then Chancellor of the Exchequer last April. After consumer spending had remained obstinately on a plateau for several months, the recent optimism among retailers has been reflected in more confident forecasts from leading store groups. The revival in spending has centred on clothing and footwear, by contrast with the shops selling household durable goods.

Support for this growing optimism has been provided in recent weeks by the chairmen of several of Britain's leading store groups. Mr. John Bedford told shareholders in Debenhams, who operate department stores throughout the country, that sales had increased since August. Presenting the 1962 accounts of Great Universal Stores, Sir Isaac Wolfson told shareholders that sales were growing.

Current trends suggest that customers' spending on clothing and "soft" goods will benefit two sectors in retailing. These are first the department stores whose expansion lagged in the '50's when Britain's consumers were buying their refrigerators, television sets, and so on, mainly on hire purchase. The second major beneficiary will be those groups of multiple stores which specialise in clothing and allied sales.

Britain's department stores are dominated by two major groups. These are Debenhams and House of Fraser, who fought a keen take-over battle for control of Harrods—won by House of Fraser. Debenhams have reported slightly lower profits for 1961-62, but this decline was smaller than Mr. John Bedford and his co-directors expected last March. The near 4 per cent. fall in earnings to just under £7,000,000 partly reflected rising expenses, but the dividend was maintained at a total of 19⅛ per cent.

For House of Fraser itself, the last two years have consisted essentially of consolidation after recent take-overs—notably the John Barker Group in 1957 and Harrods rather more than two years ago. After a moderate improvement between 1960 and 1961, profits of House of Fraser showed little change in 1962, while shareholders' dividend was repeated at 30 per cent. Speaking last summer, Sir Hugh Fraser told shareholders that his board had been selling some properties and arranging lease-backs on others. These deals may have affected trading profits by increasing rent charges. But Sir Hugh reported that despite unfavourable weather conditions, turnover reached a new record level in 1961-62.

Alongside the department store groups of Debenhams and House of Fraser, the two major multiple groups are Marks and Spencer and Great Universal Stores. The department store firms operate a relatively small number of units covering a wide range of goods. The multiples, by contrast, operate a large number of shop units selling a specialised range of products.

Thus Great Universal Stores, alongside their mail-order and wholesaling business, control several hundred shops, including a number specialising in women's dress goods. G.U.S. attracted City interest in the middle '50's by its series of take-over deals, but expansion since then has been based mainly on development of the existing business. Between 1959 and 1961, group net profits expanded by more than £2,000,000 while shareholders' dividends have been raised in the past three years from 37½ per cent. to 40 per cent.

Now, G.U.S. seem bent on expansion again and one recent acquisition has been the Cussons group of food supermarkets. In moving from clothing and dress goods into foodstuffs, Sir Isaac Wolfson has followed the example set by Lord Marks. As chairman of Marks and Spencer, Lord Marks has developed food as the most rapidly growing of all the group's major activities.

Marks and Spencer, who operate close to 250 stores, are essentially a multiple group specialising in clothing. The group's reputation has been built on close control of manufacturing and insisting on high and uniform standards of efficiency throughout all stores. Success of this policy has produced a profit and dividend growth record equalled by very few large companies in Britain. Remembering that Marks and Spencer owe nothing to take-over bids in recent years, shareholders have seen profits grow from £6,000,000 in 1958 to more than £10,000,000 in 1961-62.

Until the last few months, all the major retail groups' equities commanded high prices because of their direct stake in Britain's economic expansion. Standing of these shares suffered following the little Budget of 1961, which imposed a close check on personal consumption. Even now, retail share prices stand well below their 1961-62 peak levels, giving a useful buying opportunity for long-term investors.

Marks and Spencer, with their impressive growth history, have withstood the stock market setback relatively well and still yield less than 3 per cent. Their shares will still have major appeal to people for whom capital growth matters more than current income. G.U.S. shares offer only slightly more than Marks and Spencer's, but higher returns can be obtained from the two department store equities. Debenhams can be bought to offer close to 3½ per cent. and House of Fraser some 4½ per cent.

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GOOD LIVING

By Ganymede

Having just returned from an extensive tour of the French wine-producing regions, I am happy to report that the 1962 vintage is likely to be much better than had been expected. Poor weather in the early part of the summer, and subsequent lack of rain have given rise to many extremely pessimistic forecasts. It appears that south of the Loire Valley the whole of France has suffered a prolonged drought, with no rain worth mentioning between June and September. In some parts of the South, other crops, particularly the corn, have suffered. I noticed the burnt-out appearance of the countryside in many places I have passed through.

By the middle of September, however, with the beginning of grape-picking still two or three weeks away, some rain arrived and, although quite late, it was still in time to improve the condition of the grapes to a large extent.

Everywhere in the Bordelais, in the Médoc and at St. Emilion I saw that there were plenty of bunches on the vines, which badly needed the rain to complete their development. As the vintage had started much later than usual in this region, there was still hope that some improvement would take place. It was, nevertheless, hard to tell if the quantity would be better than average, although hopes were high for good quality.

Small harvests for several years have been the main cause of the steep rise in prices in this region, and without much hope of a large harvest, the prospects of arresting this rise seem very poor. In spite of this, it is realised more and more by the responsible growers and negociants in the Bordelais that the rise must be stopped; and that the unlimited exploitation of the apparently insatiable demand is foolish from the long-term point of view.

Spraying vineyards: an illustration from the book *German Wines and Vines*, by Alfred Langenbach

This view was openly expressed by M. Daniel Querre, owner of Château Monbousquet, when speaking as the president of the negociants at Libourne at the banquet following the Festival of the Jurade de St. Emilion. He insisted that growers and traders must be reasonable and be satisfied with a fair return. Demanding too-high prices at a time of scarcity can only do harm to all concerned in the long run, he thought. Similar views were expressed to me by others I met in the area.

(At this same Festival, I had the honour of being ceremoniously admitted into the Jurade as "Vigneron d'Honneur de la Jurade et Bourgeois de St. Emilion," the only person from Great Britain so honoured on this occasion.)

In the Cognac region there were fears that lack of rain would increase the alcohol content of the new wine, and this does not make for the best distillation. In the region of Gaillac, where the harvest had begun when I was there, the prospects were good, and this is what I found to a large extent in the Provencal vineyards which I visited.

On the Rhone, in the Beaujolais and in Burgundy again the prospects were reasonable, and not nearly as black as had been feared. In Champagne, where I saw the first grapes being picked, they looked extremely sound, and the local opinion was that the vintage was to be average in quantity and fairly good in quality. Even so, the shortage of good wine will not be eased.

On my return home I was glad to learn of the publication of a new book, which is sure to become one of the most useful sources of reference on German wines. I am referring to GERMAN WINES AND VINES, by Alfred Langenbach (Vista Books, 30s.). The author is the G.O.M. of the German side of the wine trade. Grandson of the founder of a great firm in Worms, he came to England in 1938 and joined the board of his British agents, Percy Fox Limited. After the war he became their managing director, and subsequently chairman, also resuming control of his old firm in Germany.

Knowing Alfred Langenbach, who is much loved for his unassuming charm and for his sincere enthusiasm for his life's work, his unrivalled experience in his own field, I expected a great deal from this book, on which, I know, he has spent many years of painstaking effort. It lives up to the greatest expectations. It is the most complete textbook on the subject, embracing every possible aspect. It will help the beginner to learn all he wants to know about German wines and at the same time it cannot fail to enrich the knowledge of the expert. It has everything: history, topography of the vineyards, a lucid explanation of vinification and viniculture and the complicated nomenclature of German wines, with carefully selected illustrations.

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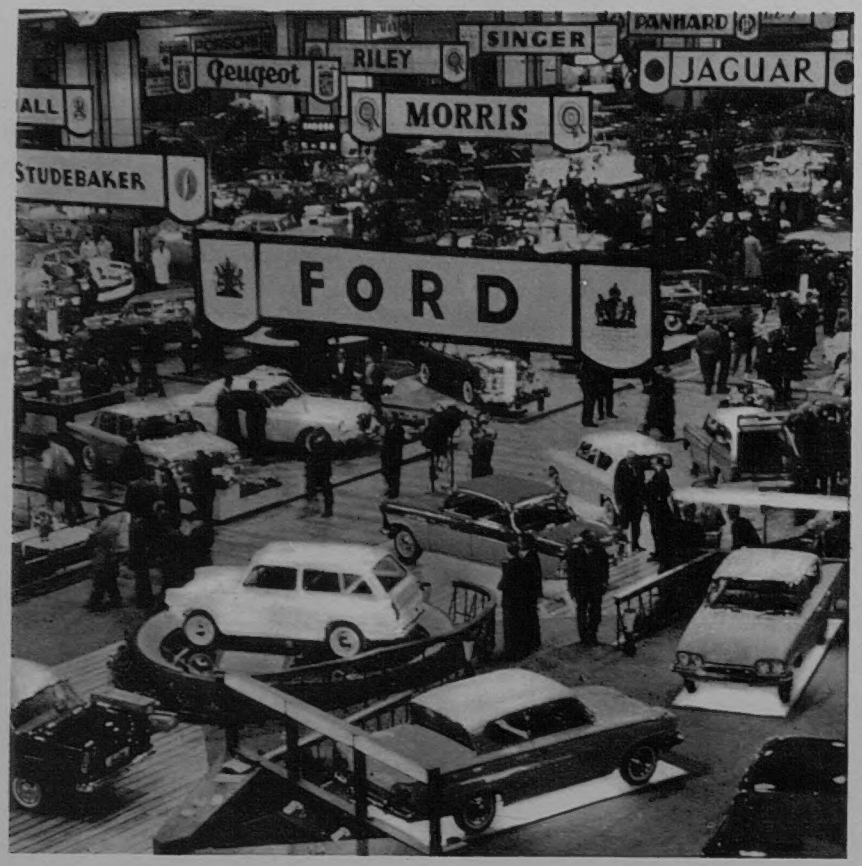

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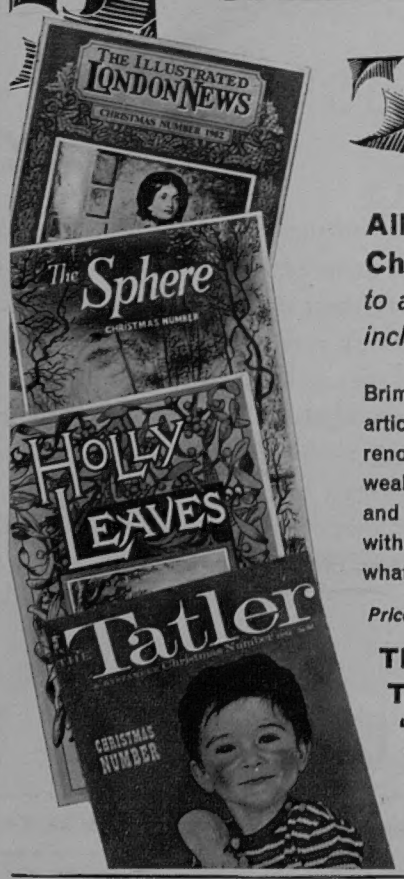

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

THE season never ends at some hotels. Although they may not have dancing nightly in the winter months, the staff remain, heating is unstinted and menus unrestricted.

Take, for example, *L'Horizon Hotel* at St. Brelade's Bay, Jersey. We have heard this fine modern hotel described as "the best in Britain" and its setting "reminiscent of the French Riviera." We have known the hotel since its commencement. Luxury was ever the keynote in layout, appointments, service and cuisine, particularly so since the present local directorate acquired it.

Model kitchens and staff quarters contribute to better service and contentment. In the elegant restaurant, with its seafrontage, is the dance floor, where a resident orchestra entertains both hotel visitors and the island socialites. With recent additions more than half the bedrooms have private bathrooms, and almost every sea-facing room has a balcony. Private sitting-rooms are available, too.

Thousands of pounds have been expended in recarpeting, refurnishing and installing oil-fired central heating.

Needless to say, the cuisine and service is of the highest order. The resident manager is that experienced hotelier, Mr. E. J. S. Williams, and each and all of his English and Continental staff are keyed to the enjoyment of giving service. The hotel is open throughout the year.

Still in the Channel Islands, an hotel to consider is the *Old Government House*, at St. Peter Port, in Guernsey. A short climb or taxi ride from the colourful shopping centre of St. Peter Port brings one to O.G.H., as it is generally known, one of the leading hotels of the island. Beautifully situated (for it occupies a dominant position overlooking harbour and sea), it is fitting that the exquisitely-maintained hotel gardens should make such a delightful foreground. From many of the public rooms and bedrooms the view over to the islands of Herm, Jethou and Sark is one's daily weather barometer.

A seventy-four-bedroomed hotel, *Old Government House* can take pride in the fact that a large proportion of the bedrooms have private bathrooms and that all bedrooms are equipped not only with accessories of a modern age, but also with comfortable mattresses.

Some £35,000 has been invested in the last two years, not only on the bedroom accommodation but in enlarging the restaurant and adding a new bar and lounge—so it cannot be said that the hotel fails to advance with the times.

Bournemouth is an all-the-year-round resort and the *Royal Bath Hotel*, a five-star hotel, has 120 bedrooms and suites, all renovated individually and tastefully with no concessions to the modern trend of mass production. Indeed, Mrs. Lee-Duncan has been upholding the high standard created by her grandfather well-nigh a century ago. There is much to admire in the way she has unobtrusively blended period furniture and paintings into their new setting.

Undoubtedly, the position of the *Royal Bath*—on the cliff edge with easy access to sands, sea, the Pavilion and its gardens—has been a great asset through the years. Many of the rooms have views over the sea and coastline, and a number on the ground floor, with french windows, open directly out on to the hotel gardens.

In the main dining-room we noted that both *table d'hôte* and *à la carte* menus revealed the imaginative mind of a chef who is proud to throw open his kitchens for inspection.

A further attraction is the nightly dinner-dance for hotel residents or visitors and the charming intimate cocktail bar.

Harrogate is a favourite Yorkshire resort with its own special appeal at this time of year.

One of the largest and most long-established hotels is the *Old Swan*, where its managing director, Mr. Geoffrey Wright, maintains not only that essential personal touch between staff and visitors, but also makes sure that the mellow building contains all that is best in modern appointments—a continuous and essential process.

Though position is important—within pleasant strolling distance of shops, spa treatment and Valley Gardens—we have always been struck with the fact that *The Old Swan* caters for all ages, tastes and occasions. No matter your reason for staying in Harrogate, *The Old Swan*, with its spacious lounges, separate room for television, a garden room, a Little Theatre, conference rooms, cocktail lounges, varied bedroom accommodation and delightful grounds covering 8 acres, fulfils every need. Apart from the recreational facilities of the latter, they provide a steady flow of fresh fruit, vegetables and flowers for the benefit of the hotel's resident guests and restaurant patrons.

Finally, what a wealth of interesting places lie within a few miles of Harrogate! *The Old Swan* will give you a sheet of six day tours, so it is only necessary here to say that they cover such places as Harewood House, Fountains Abbey, York, the Lakes and Dales and the coast.

Over on the Yorkshire coast, at Filey, is an hotel that has built up a flourishing out-of-season weekend trade and so comes under the heading of an all-season hotel. This is the *Hylands Hotel*, which forms the centre of the Crescent, and, from small beginnings, has developed into a first-class, fifty-bedroomed hotel, furnished in a most comfortable style and staffed with well-trained and courteous people, many of ten years' service and more. No matter what time of the year you may visit the hotel, you can be assured of a well-cooked six-course dinner with ample choice, and a pleasing and efficient service.

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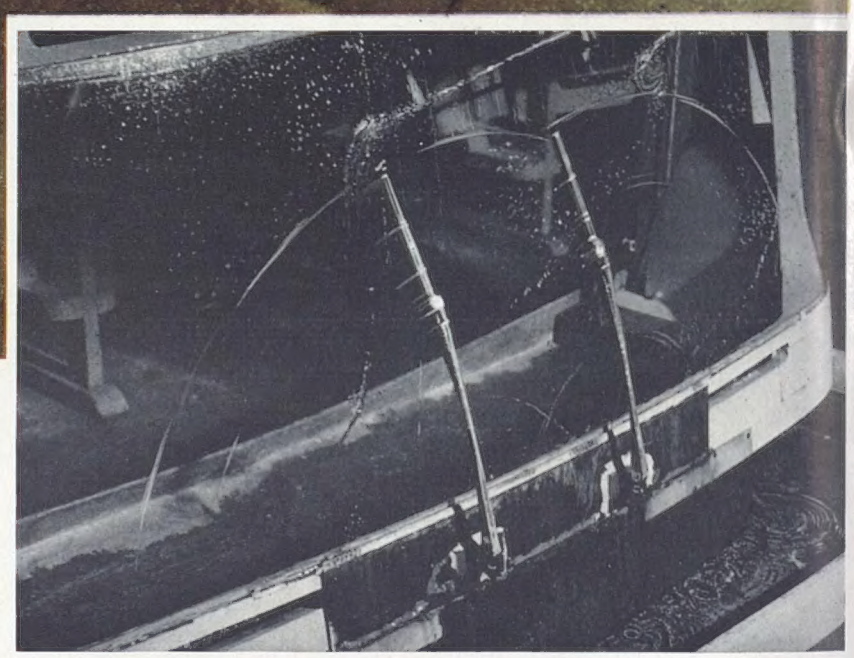

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